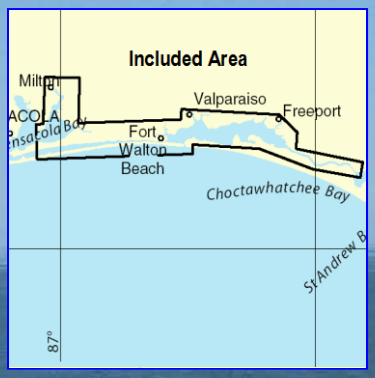
BookletChart™

Intracoastal Waterway – West Bay to Santa Rosa Sound

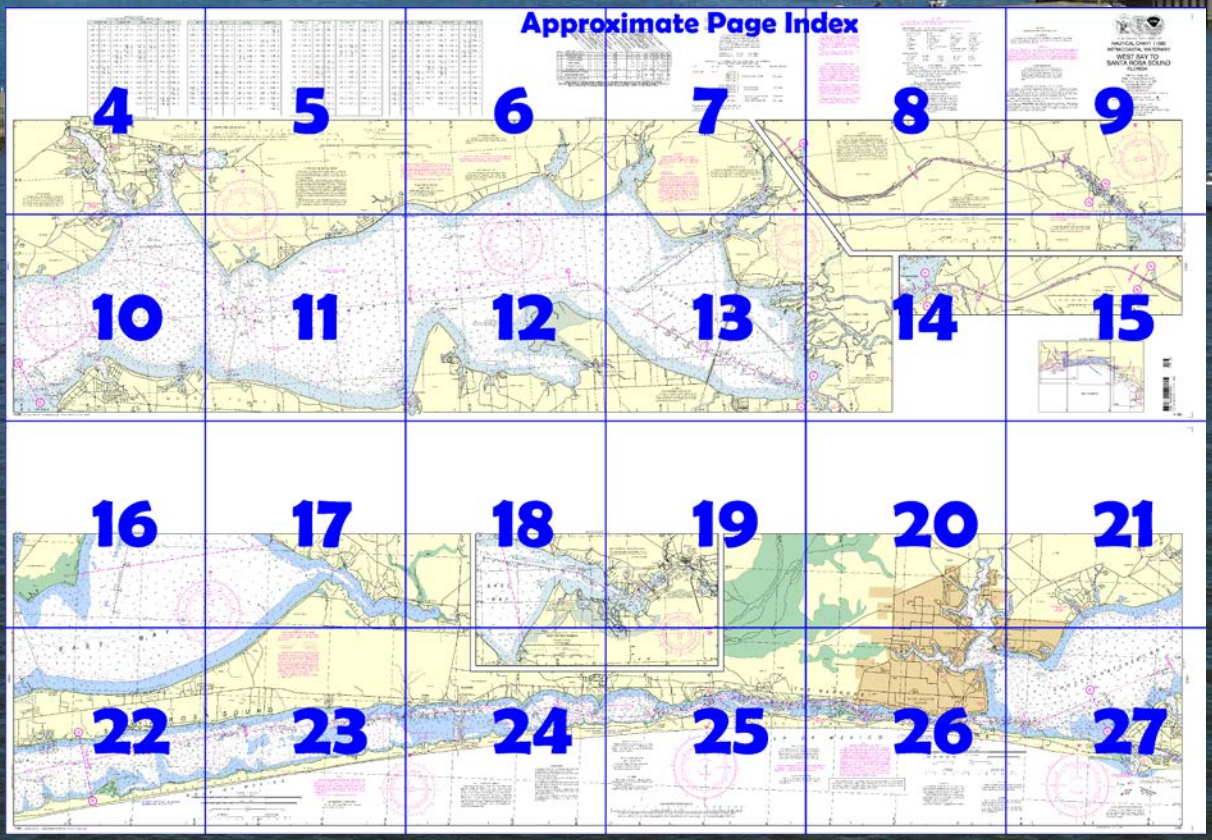
NOAA Chart 11385

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



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National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

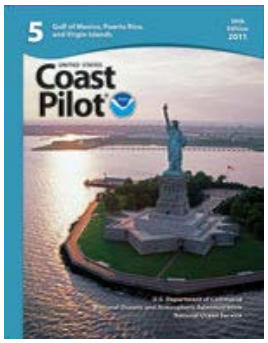
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11385



[Coast Pilot 5, Chapter 9 excerpts].
Choctawhatchee Bay Entrance. East Pass extends into the W part of Choctawhatchee Bay between Moreno Point and Santa Rosa Island, and is protected by two jetties. The jetties are marked by a light off their seaward ends. **Choctawhatchee Bay Entrance Lighted Whistle Buoy CB** (30°22'18"N., 86°30'24"W.), 0.5 mile off the entrance to the channel, marks the approach. To carry the best depths, mariners should be guided by the color of the water. Passage should not be attempted in rough weather. Local knowledge is advised. The controlling depth was 5.5 feet (6.1 feet at midchannel) from Buoy CB to the bridge; thence 9.9 feet through North Channel to the bay. The channel S of the bridge is subject to frequent changes and shoals between dredgings. Buoys are shifted to mark best water. The channel is marked by lights, buoys, and daybeacons.
Choctawhatchee Bay. Depths in the bay decrease gradually from W to E with 18 to 43 feet in the W two-thirds, except near the shores, and 8 to 16 feet in the E third.
Choctawhatchee River. The mouth of Choctawhatchee River is shallow, and boats enter through **Cypress River**. Cypress River entrance, marked by a light, has a depth of 6 feet. **Black Creek,** with depths of 8 feet inside, but bars of about 1-foot depth blocking the entrance, leads to the village of **Black Creek.** Berths, gasoline, a launching ramp, water, ice, and marine supplies are available at a small fish camp on the W bank of the creek 1.6 miles above its mouth.
A channel leads from Choctawhatchee Bay to a turning basin at the head of navigation S of the fixed bridge at Freeport. The depth was 5½ feet (6 feet at midchannel) in the channel with 8½ to 9½ feet in the turning basin, except for lesser depths along the N and NW edges. The channel is well marked. The bridge at Freeport has a clearance of 5 feet. An overhead power cable with a clearance of 24 feet crosses the channel close E of the bridge.
Access channels have been dug through the spoil banks to a channel along the E bank as far as **Ramsey Branch**. Depths of about 1½ feet were reported in these channels. A small marina on Ramsey Branch provides temporary bulkhead tie-up, limited marine supplies, and outboard engine repairs.
There are private piers and fish piers on LaGrange Bayou and Fourmile Creek. Gasoline and marine supplies can be obtained on U.S. Route 331 and State Route 20 in Freeport.
Basin Bayou. State Route 20 bridge across the narrow entrance with a clearance of 4 feet. A paved launching ramp is near the bridge and gasoline is available in cans. The launching ramp is accessible at high water only.
Rocky Bayou has depths of 10 to 20 feet and affords good anchorage for small craft. The entrance to the bayou is marked on the W side by a light. A channel about 0.9 mile above the entrance to the bayou leads SE to a marina in **Ward Cove.** The channel is marked by a private buoy and had a depth of 6 feet. Gasoline, diesel fuel, berths with water and electricity, ice, a launching ramp, and marine supplies are available.
A **restricted area** has been designated in **Weekley Bayou,** an arm of Boggy Bayou. (See **334.740**, chapter 2, for limits and regulations.)
The **danger zones** of two Air Force proving grounds have been established in Santa Rosa Sound, The Narrows, and the Gulf. (See **334.710 and 334.730**, chapter 2, for limits and regulations.)
Unexploded ordnance lies on the bottom a mile offshore from Santa Rosa Island, about 8 miles W of Choctawhatchee Bay Entrance.
Santa Rosa Island and the E part of Perdido Key, W of the entrance to Pensacola Bay, are part of **Gulf Islands National Seashore** and subject to the rules and regulations of the U.S. Department of the Interior's National Park Service.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

CAUTION

Numerous piles exist within outlined area.

CAUTION

Uncharted obstructions and piles, some submerged, exist in Marquis Basin and Wright Basin.

NOTE B

CAUTION

Uncharted obstructions and piles, some submerged, exist in Blackwater River. Mariners should exercise caution when navigating the river.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Numerous submerged iron pipe stakes exist within outlined area.

BLACKWATER BAY AND RIVER CHANNEL

The controlling depth was 6 feet for a width o 100 feet from Bn 4 to Light 30, thence 8 feet fo a width of 100 feet to Milton.

Jul 201

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.707" northward and 0.174" eastward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart; each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north; however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

LA GRANGE BAYOU

The controlling depth from Choctawhatchee Bay to Fourmile Creek was 9½ feet for a mid-width of 50 feet; thence 10½ feet for a mid-width of 50 feet to the turning basin; thence 9 feet within the basin.

Jul 2011

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: — — — —

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

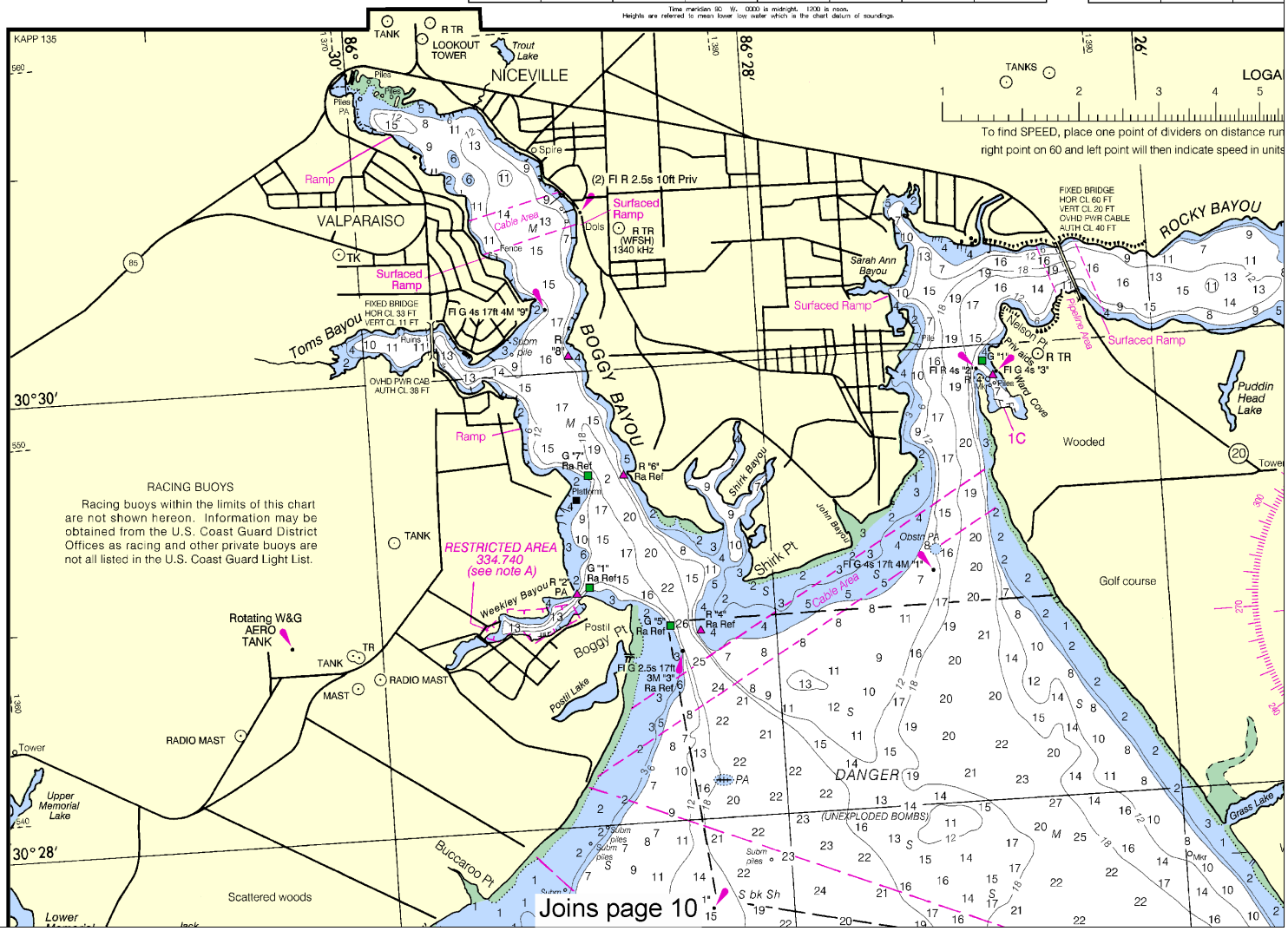
PENSACOLA, FLORIDA

Predicted times and heights of high and low water–Eastern Standard Time. For Daylight Saving time, add 1 hour.
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

JANUARY 2007				FEBRUARY 2007				MARCH 2007				APRIL 2007			
Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.	
1 M	0707 2034	-0.9 1.5		16 Tu	0714 2034	-0.8 1.4		1 Th	0845 2220	-0.8 1.2		16 F	0808 2212	-0.8 1.3	
2 Tu	0812 2132	-0.9 1.5		17 W	0805 2127	-1.0 1.5		2 F	0905 2254	-0.7 1.1		17 Sa	0835 2311	-0.6 1.1	
3 W	0909 2224	-0.9 1.5		18 Th	0849 2215	-1.0 1.5		3 Sa	0909 2324	-0.5 0.8		18 Su	0851	-0.3	
4 Th	0953 2307	-0.9 1.4		19 F	0925 2300	-1.0 1.4		4 Su	0858 2355	-0.3 0.6		19 M	0024 0842 1357 1847	0.8 0.6 0.2 0.1	
5 F	1023 2340	-0.8 1.2		20 Sa	0954 2346	-0.9 1.2		5 M	0830 1909 1952	-0.1 0.3 0.2		20 Tu	0214 0733 1903 2216	0.5 0.3 0.5 -0.1	
6 Sa	1037	-0.6		21 Su	1014	-0.6		6 Tu	0038 0739 1455 2254	0.3 0.0 0.5 0.0		21 W	1310 2310	0.0 -0.3	
7 Su	0004 1036	1.0 -0.4		22 M	0037 1016	0.9 -0.3		7 W	0219 0554 1439	0.1 0.0 0.6		22 Th	1346	1.1	
8 M	0017 1017 2337	0.8 -0.2 0.5		23 Tu	0144 0943 1612 2243	0.6 0.0 0.3 0.1		8 Th	0029 1447	-0.1 0.8		23 F	0057 1440	-0.5 1.3	
9 Tu	0035 1759	-0.1 0.5		24 W	0424 0716 1532	0.2 0.1 0.6		9 F	0139 1516	-0.2 0.9		24 Sa	0238 1549	-0.6 1.3	
10 W	0807 1707	0.0 0.6		25 Th	0117 1545	-0.2 0.9		10 Sa	0252 1604	-0.4 1.0		25 Su	0407 1711	-0.7 1.3	
11 Th	0417 1658	-0.1 0.8		26 F	0245 1626	-0.5 1.1		11 Su	0406 1708	-0.5 1.1		26 M	0521 1835	-0.7 1.4	
12 F	0355 1714	-0.3 0.9		27 Sa	0402 1724	-0.7 1.2		12 M	0513 1819	-0.6 1.2		27 Tu	0618 1947	-0.7 1.3	
13 Sa	0426 1749	-0.5 1.0		28 Su	0515 1833	-0.8 1.1		13 Tu	0609 1926	-0.6 1.4		28 W	0659 2043	-0.6 1.3	
14 Su	0518 1839	-0.6 1.2		29 M	0625 1944	-0.9 1.4		14 W	0656 2025	-0.9 1.4					
15 M	0618 1937	-0.7 1.3		30 Tu	0725 2047	-0.9 1.4		15 Th	0735 2118	-0.9 1.5					
				31 W	0812 2139	-0.9 1.3									

MAY 2007				J			
Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.	
1 Tu	0918 1928	1.5 -0.1		16 W	0903 2002	1.9 -0.5	
2 W	0938 2008	1.5 -0.2		17 Th	0953 2116	2.0 -0.6	
3 Th	1009 2103	1.6 -0.2		18 F	1049 2237	2.0 -0.6	
4 F	1049 2213	1.6 -0.2		19 Sa	1149 2348	1.9 -0.5	
5 Sa	1137 2327	1.7 -0.3		20 Su	1245	1.9	
6 Su	1228	1.7		21 M	0043 1335	-0.5 1.7	
7 M	0029 1320	-0.4 1.7		22 Tu	0118 1413	-0.3 1.5	
8 Tu	0116 1409	-0.4 1.7		23 W	0134 1430	-0.1 1.3	
9 W	0152 1459	-0.4 1.5		24 Th	0127 1212	0.1 0.9	
10 Th	0219 1558	-0.2 1.3		25 F	0049 0906 2309	0.3 0.9 0.4	
11 F	0234 1747	0.0 1.0		26 Sa	0809 1750	1.1 0.3	
12 Su	0226 0926 1548 2133	0.4 0.8 0.5 0.7		27 M	0750 1755	1.3 0.0	
13 Su	0111 0820 1658	0.6 1.1 0.1		28 Tu	0752 1818	1.4 -0.1	
14 M	0807 1755	1.4 -0.2		29 W	0809 1853	1.6 -0.2	
15 Tu	0825 1855	1.7 -0.4		30 Th	0838 1938	1.6 -0.3	
				31 F	0916 2035	1.7 -0.3	

Time meridian 90° W. 0000 is midnight. 1200 is noon.
Heights are referred to mean lower low water which is the chart datum of soundings.



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.

JUNE 2007

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
		1.8 -0.4	16 Sa	1059 2242	2.0 -0.6
		1.8 -0.5	17 Su	1148 2323	1.9 -0.5
		1.9 -0.5	18 M	1228 2347	1.7 -0.3
		1.8 -0.5	19 Tu	1257 2352	1.5 -0.1
		1.7	20 W	1305 2335	1.2 0.1
		-0.4 1.5	21 Th	1054 2248	0.9 0.3
		-0.2 1.2	22 F	0724 2100	0.9 0.4
		0.1 0.9	23 Sa	0632 1715	1.1 0.2
		0.4 0.9 0.4	24 Su	0621 1704	1.3 0.0
		1.2 0.0	25 M	0631 1730	1.4 -0.1
		1.5 -0.3	26 Tu	0658 1812	1.6 -0.2
		1.7 -0.5	27 W	0738 1905	1.6 -0.3
		1.9 -0.6	28 Th	0826 2002	1.7 -0.4
		2.0 -0.6	29 F	0916 2054	1.8 -0.5
		2.0 -0.6	30 Sa	1004 2137	1.9 -0.5

JULY 2007

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Su	1047 2212	1.9 -0.5	16 M	1135 2224	1.7 -0.2
2 M	1127 2240	1.9 -0.5	17 Tu	1204 2220	1.5 0.1
3 Tu	1205 2259	1.7 -0.3	18 W	1225 2155	1.2 0.3
4 W	1243 2308	1.5 -0.1	19 Th	1215 2101	0.9 0.5
5 Th	1325 2255	1.1 0.2	20 F	0459 1912	0.9 0.5
6 F	0722 1149 1427 2152	0.8 0.7 0.8 0.5	21 Sa	0426 1522	1.1 0.4
7 Sa	0529 1436	1.0 0.4	22 Su	0428 1536	1.3 0.2
8 Su	0513 1535	1.3 0.0	23 M	0452 1620	1.4 0.0
9 M	0534 1636	1.5 -0.2	24 Tu	0533 1717	1.5 -0.1
10 Tu	0617 1744	1.7 -0.4	25 W	0627 1816	1.6 -0.2
11 W	0714 1854	1.9 -0.5	26 Th	0727 1911	1.7 -0.3
12 Th	0817 2000	2.0 -0.6	27 F	0824 1957	1.9 -0.4
13 F	0919 2056	2.0 -0.6	28 Sa	0914 2034	1.9 -0.4
14 Sa	1013 2140	2.0 -0.5	29 Su	0958 2104	2.0 -0.4
15 Su	1058 2209	1.9 -0.4	30 M	1041 2128	1.9 -0.3
			31 Tu	1126 2144	1.7 0.0

AUGUST 2007

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 W	1218 2146	1.4 0.3	16 Th	0241 0811 1319 1852	0.9 0.8 0.9 0.7
2 Th	1329 2114	1.1 0.6	17 F	0201 1021	1.1 0.6
3 F	0328 0950 1558 1913	0.9 0.6 0.8 0.7	18 Sa	0158 1149	1.3 0.5
4 Sa	0255 1219	1.2 0.3	19 Su	0214 1308	1.4 0.3
5 Su	0311 1402	1.4 0.1	20 M	0249 1433	1.5 0.3
6 M	0354 1530	1.7 -0.1	21 Tu	0342 1554	1.6 0.2
7 Tu	0456 1651	1.8 -0.2	22 W	0451 1703	1.7 0.0
8 W	0609 1805	1.9 -0.3	23 Th	0605 1756	1.8 -0.1
9 Th	0724 1906	2.0 -0.4	24 F	0711 1839	1.9 -0.2
10 F	0830 1955	2.0 -0.3	25 Sa	0807 1913	2.0 -0.2
11 Sa	0925 2030	2.0 -0.2	26 Su	0859 1942	2.0 -0.1
12 Su	1011 2051	1.8 -0.1	27 M	0952 2004	1.9 0.1
13 M	1050 2055	1.6 0.2	28 Tu	1052 2017	1.7 0.4
14 Tu	1127 2039	1.4 0.4	29 W	1209 2006	1.4 0.7
15 W	1211 2001	1.1 0.6	30 Th	0102 0637 1407 1855	0.9 0.7 1.1 1.0
			31 F	0021 0843	1.2 0.4

SEPTEMBER 2007

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Sa	0032 1027	1.5 0.3	16 Su	0016 1050	1.6 0.4
2 Su	0110 1212	1.7 0.1	17 M	0054 1223	1.7 0.3
3 M	0206 1400	1.9 0.0	18 Tu	0147 1406	1.7 0.3
4 Tu	0319 1537	1.9 -0.1	19 W	0255 1524	1.8 0.2
5 W	0444 1654	2.0 -0.1	20 Th	0411 1618	1.8 0.1
6 Th	0610 1753	2.0 -0.1	21 F	0525 1659	1.9 0.0
7 F	0725 1836	2.0 0.0	22 Sa	0632 1732	1.9 0.0
8 Sa	0826 1903	1.9 0.1	23 Su	0737 1758	1.8 0.2
9 Su	0918 1913	1.7 0.3	24 M	0849 1817	1.7 0.4
10 M	1008 1902	1.5 0.6	25 Tu	1018 1818	1.5 0.7
11 Tu	1107 1826	1.2 0.8	26 W	0446 1218	0.7 1.2
12 W	0019 0617 1233 1719 2347	1.0 0.8 1.0 0.9 1.2	27 Th	0630 2223	0.4 1.5
13 Th	0745 2342	0.6 1.4	28 F	0752 2250	0.2 1.8
14 F	0847 2353	0.5 1.6	29 Sa	0912 2335	0.1 2.0
15 Sa	0943	0.4	30 Su	1044	0.0

OCTOBER 2007

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 M	0034 1229	2.1 0.0	16 Tu	0020 1224	1.8 0.1
2 Tu	0144 1408	2.1 -0.1	17 W	0117 1338	1.8 0.0
3 W	0304 1524	2.0 -0.1	18 Th	0217 1429	1.8 0.0
4 Th	0428 1619	1.9 0.0	19 F	0318 1507	1.8 0.0
5 F	0547 1655	1.8 0.1	20 Sa	0422 1536	1.7 0.1
6 Sa	0657 1712	1.7 0.3	21 Su	0536 1557	1.6 0.2
7 Su	0806 1706	1.4 0.6	22 M	0720 1604 2251	1.3 0.5 0.9
8 M	0926 1630 2245	1.2 0.8 1.1	23 Tu	0315 0941 1539 2121	0.8 1.1 0.8 1.1
9 Tu	0521 1126 1510 2210	0.8 1.0 0.9 1.3	24 W	0456 2054	0.5 1.4
10 W	0630 2202	0.6 1.5	25 Th	0604 2105	0.1 1.7
11 Th	0716 2208	0.4 1.6	26 F	0709 2138	-0.1 1.9
12 F	0755 2225	0.3 1.7	27 Sa	0819 2226	-0.3 2.1
13 Sa	0838 2252	0.2 1.8	28 Su	0942 2324	-0.3 2.1
14 Su	0934 2331	0.2 1.8	29 M	1115	-0.3
15 M	1053	0.2	30 Tu	0029 1242	2.1 -0.3
			31 W	0136 1349	2.0 -0.3

NOVEMBER 2007

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Th	0242 1436	1.8 -0.2	16 F	0137 1319	1.7 -0.3
2 F	0342 1503	1.6 0.0	17 Sa	0219 1341	1.5 -0.1
3 Sa	0438 1507	1.4 0.3	18 Su	0306 1352	1.3 0.1
4 Su	0549 1439 2201	1.0 0.5 1.0	19 M	0443 1340 2052	0.9 0.4 0.8
5 M	0448 0835 1319 2100	0.7 0.8 0.7 1.2	20 Tu	0345 0918 1212 1952	0.5 0.6 0.5 1.1
6 Tu	0540 2041	0.4 1.4	21 W	0439 1941	0.1 1.4
7 W	0613 2042	0.2 1.5	22 Th	0532 2001	-0.2 1.6
8 Th	0644 2056	0.0 1.6	23 F	0631 2040	-0.5 1.8
9 F	0718 2119	-0.1 1.7	24 Sa	0739 2132	-0.6 1.9
10 Sa	0800 2152	-0.1 1.7	25 Su	0857 2231	-0.7 2.0
11 Su	0855 2233	-0.1 1.7	26 M	1016 2331	-0.7 1.9
12 M	1004 2320	-0.2 1.7	27 Tu	1127	-0.7
13 Tu	1112	-0.2	28 W	0029 1222	1.8 -0.6
14 W	0008 1207	1.8 -0.3	29 Th	0119 1258	1.6 -0.4
15 Th	0054 1249	1.8 -0.3	30 F	0158 1313	1.4 -0.2

DECEMBER 2007

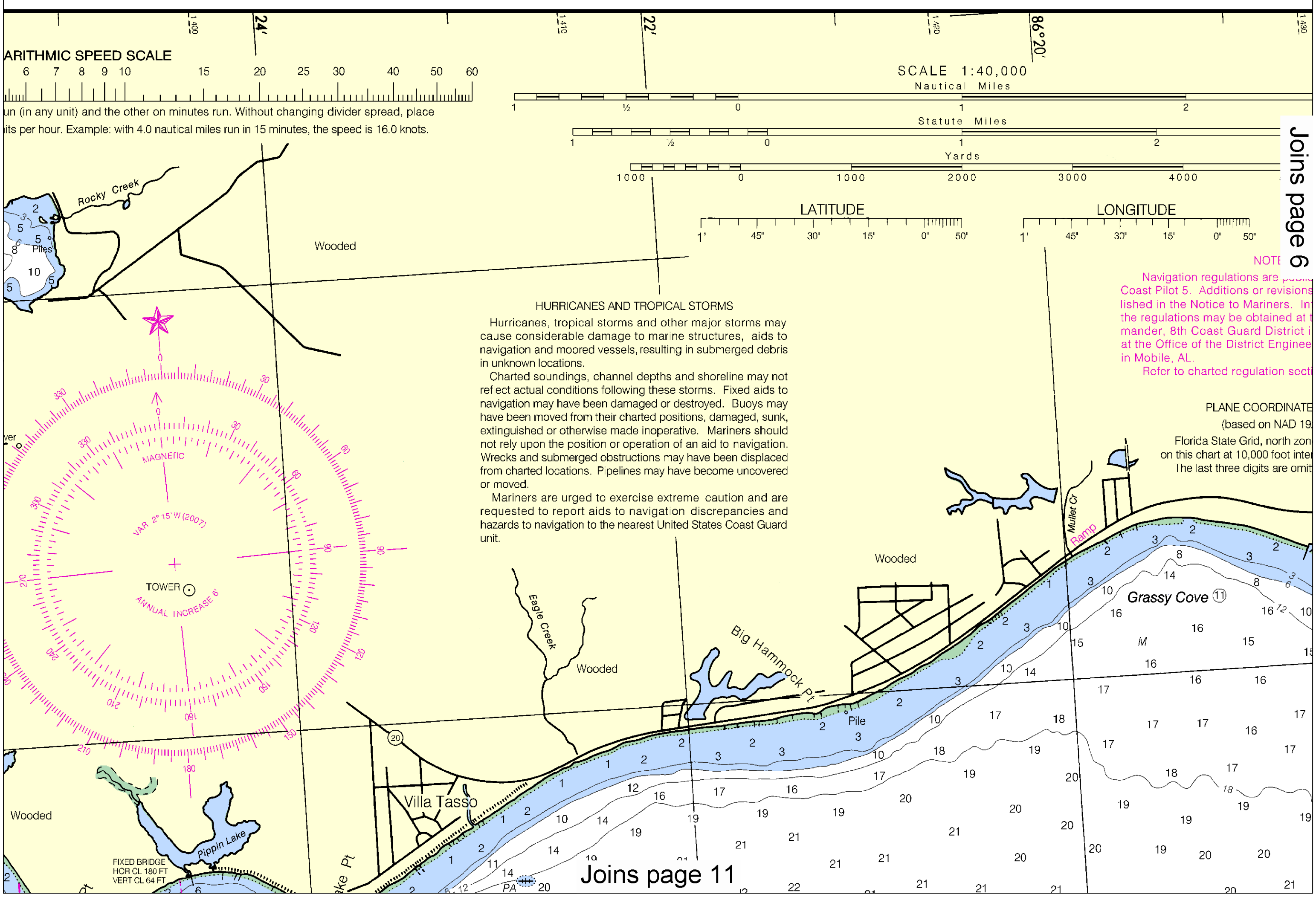
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Sa	0218 1302 2310	1.1 0.0 0.8	16 Su	0130 1157 2147	0.9 -0.1 0.6
2 Su	1212 2018	0.3 0.8	17 M	1121 1901	0.1 0.7
3 M	0912 1929	0.3 1.0	18 Tu	0330 1820	0.2 0.9
4 Tu	0523 1919	0.0 1.2	19 W	0404 1825	-0.2 1.2
5 W	0538 1927	-0.2 1.3	20 Th	0455 1856	-0.5 1.4
6 Th	0606 1949	-0.3 1.4	21 F	0556 1945	-0.7 1.6
7 F	0643 2022	-0.4 1.5	22 Sa	0705 2044	-0.9 1.7
8 Sa	0730 2103	-0.5 1.5	23 Su	0817 2145	-1.0 1.7
9 Su	0827 2149	-0.5 1.5	24 M	0924 2243	-1.0 1.7
10 M	0925 2234	-0.6 1.6	25 Tu	1021 2334	-1.0 1.6
11 Tu	1015 2317	-0.6 1.6	26 W	1103	-0.9
12 W	1054 2355	-0.7 1.6	27 Th	0017 1128	1.4 -0.7
13 Th	1124	-0.7	28 F	0050 1133	1.1 -0.4
14 F	0029 1146	1.4 -0.6	29 Sa	0107 1110	0.8 -0.1
15 Sa	0101 1159	1.2 -0.4	30 Su	1004 1821	0.0 0.6
			31 M	0708 1744	0.0 0.8

JANUARY 2008

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Tu	0426 1740	-0.2 1.0	16 W	0258 1653	-0.4 1.1
2 W	0444 1804	-0.4 1.1	17 Th	0408 1745	-0.7 1.2
3 Th	0521 1841	-0.5 1.2	18 F	0519 1849	-0.8 1.4
4 F	0609 1928	-0.6 1.2	19 Sa	0629 1957	-1.0 1.5
5 Sa	0703 2020	-0.7 1.3	20 Su	0733 2101	-1.1 1.5
6 Su	0755 2109	-0.7 1.3	21 M	0827 2157	-1.1 1.5
7 M	0839 2153	-0.8 1.4	22 Tu	0909 2245	-1.0 1.4
8 Tu	0915 2232	-0.9 1.4	23 W	0938 2326	-0.8 1.1
9 W	0942 2308	-0.8 1.3	24 Th	0950	-0.6
10 Th	1003 2343	-0.8 1.2	25 F	0003 0940	0.9 -0.3
11 F	1016	-0.6	26 Sa	0038 0900 1619 2149	0.5 -0.1 0.3 0.1
12 Sa	0022 1018	0.9 -0.3	27 Su	0116 0739 1526	0.2 0.1 0.5
13 Su	0109 0957 1728 2312	0.6 -0.1 0.3 0.1	28 M	0128 1523	0.0 0.7
14 M	0243 0839 1623	0.2 0.1 0.6	29 Tu	0221 1542	-0.2 0.9
15 Tu	0145 1622	-0.1 0.8	30 W	0312 1618	-0.4 0.9
			31 Th	0410 1710	-0.5 1.0

FEBRUARY 2008

Day	Time h.m.	Ht. ft.	Day	Time h.m.	
1 F	0511 1812	-0.6 1.1	16 Sa	0534 1854	
2 Sa	0608 1916	-0.7 1.2	17 Su	0633 2004	
3 Su	0656 2012	-0.7 1.3	18 M	0719 2104	
4 M	0735 2100	-0.8 1.3	19 Tu	0753 2155	
5 Tu	0805 2143	-0.8 1.3	20 W	0812 2244	
6 W	0829 2225	-0.8 1.2	21 Th	0812 2337	
7 Th	0846 2311	-0.6 1.0	22 F	0746 1359 1819	
8 F	0854	-0.4	23 Sa	0045 0648 1306 2034	
9 Sa	0009 0847 1526 1828	0.8 -0.1 0.2 0.1	24 Su	1259 2204	
10 Su	0132 0804 1403 2126	0.5 0.1 0.4 0.0	25 M	1311 2322	
11 M	1355 2328	0.7 -0.2	26 Tu	1337	
12 Tu	1421	0.9	27 W	0046 1419	
13 W	0117 1510	-0.4 1.1	28 Th	0220 1516	
14 Th	0255 1617	-0.6 1.3	29 F	0343 1626	
15 F	0421 1735	-0.7 1.4			



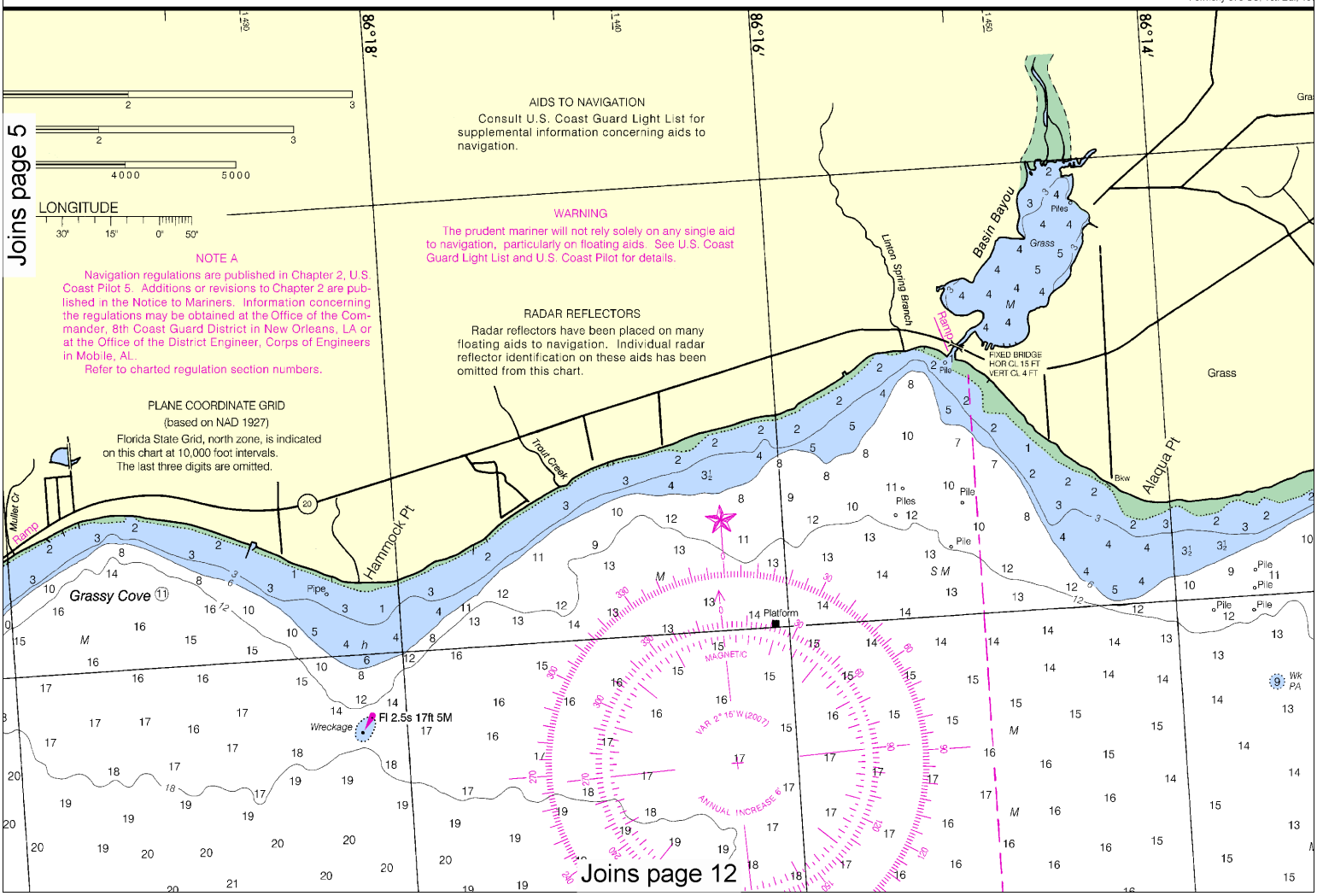
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

JANUARY 2008				FEBRUARY 2008				MARCH 2008				APRIL 2008			
Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.	
1 Tu	0426 1740	-0.2 1.0		16 W	0258 1653	-0.4 1.1		1 F	0511 1812	-0.6 1.1		16 Sa	0534 1854	-0.8 1.4	
2 W	0444 1804	-0.4 1.1		17 Th	0406 1745	-0.7 1.2		2 Sa	0608 1916	-0.7 1.2		17 Su	0633 2004	-0.9 1.4	
3 Th	0521 1841	-0.5 1.2		18 F	0519 1849	-0.8 1.4		3 Su	0656 2012	-0.7 1.3		18 M	0719 2104	-0.8 1.4	
4 F	0609 1928	-0.6 1.2		19 Sa	0629 1957	-1.0 1.5		4 M	0735 2100	-0.6 1.3		19 Tu	0753 2155	-0.7 1.2	
5 Sa	0703 2020	-0.7 1.3		20 Su	0733 2101	-1.1 1.5		5 Tu	0805 2143	-0.6 1.3		20 W	0812 2244	-0.5 1.0	
6 Su	0755 2109	-0.7 1.3		21 M	0827 2157	-1.1 1.5		6 W	0829 2225	-0.6 1.2		21 Th	0812 2337	-0.2 0.7	
7 M	0839 2153	-0.6 1.4		22 Tu	0909 2245	-1.0 1.4		7 Th	0846 2311	-0.6 1.0		22 F	0746 1359 1819	0.0 0.3 0.2	
8 Tu	0915 2232	-0.5 1.4		23 W	0938 2326	-0.8 1.1		8 F	0854	-0.4		23 Sa	0045 0648 1306 2034	0.5 0.2 0.5 0.1	
9 W	0942 2308	-0.4 1.3		24 Th	0950	-0.6		9 Sa	0009 0847 1526 1828	0.6 -0.1 0.2 0.1		24 Su	0209 0702 1336 2036	0.7 0.4 0.6 -0.2	
10 Th	1003 2343	-0.3 1.2		25 F	0003 0940	0.9 -0.3		10 Sa	0132 0804 1403 2126	0.5 0.1 0.4 0.0		25 M	0311 0822 1454 2122	0.9 0.2	
11 F	1016	-0.5		26 Sa	0038 0900 1619 2149	0.5 -0.1 0.3 0.1		11 M	1955 2329	0.7 -0.2		26 Tu	1337	1.0	
12 Sa	0022 1018	-0.3		27 Su	0116 0739 1526	0.2 0.1 0.5		12 Tu	1421	0.9		27 W	0046 1419	-0.2 1.0	
13 Su	0109 0957 1728 2312	-0.6 -0.1 0.3 0.1		28 M	0128 1523	0.0 0.7		13 W	0117 1510	-0.4 1.1		28 Th	0220 1516	-0.3 1.1	
14 M	0243 0839 1623	0.2 0.1 0.6		29 Tu	0221 1542	-0.2 0.9		14 Th	0255 1617	-0.6 1.3		29 F	0343 1626	-0.4 1.1	
15 Tu	0145 1622	-0.1 0.8		30 W	0312 1618	-0.4 0.9		15 F	0421 1735	-0.7 1.4					
				31 Th	0410 1710	-0.5 1.0									

		DEPTHS				SER
NO	SMALL CRAFT FACILITY	CHART SIDE-APPROACH-FEET (REPORTED)	ALONGSIDE-FEET (REPORTED)	BERTHS/MOORINGS (TRANSIENTS)	RAMP	REPAIRS SURFACED/NATURA
1C	BLUEWATER BAY MARINA	A	8	10	B	
3	BAYTOWNE MARINA	A	8	8	B	
4	LEGENDARY MARINA	A	8	8	B	
5	DESTIN MARINA	B	8	4	B	
6	HARBORWALK MARINA	B	10	5	B	
9	SHALIMAR YACHT BASIN	B	8	8	BM	
12	BROOKS BRIDGE BAIT & TACKLE	B	10	8	B	
13	BROOKS BRIDGE MARINA	B	23	23	B	
14	ORIG. WATERFRONT CRAB SHACK	A	8	7	B	

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACIL
THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH
THE TABULATED "PUMP-OUT STATION" IS DEFINED

Formerly 870-SC. 1st. Ed., 19



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

SERVICES											SUPPLIES				
LIFT CAPACITY-TONS	RAILWAY-FEET	MOTOR-RADIO	RAL	CY	BOAT RENTAL	CANOE-ROW-MOTOR-KAYAK	CHARTER-HOUSE-SAIL	FOOD-LODGING-CAMPING	TOILETS-SHOWERS-LAUNDRY	PUMP-OUT STATION	WINTER STORAGE WET-DRY	WATER-ICE	NAUTICAL CHART SALES	GROCERIES-HARDWARE	BAIT-TACKLE	DIESEL OIL-GASOLINE
B	E	S	HMR				C	C	FL	TSLP	WD	C	WI	GH	B	DG
B	E		HMR				C M	C S	FL	TSLP	W	C	WI	GH	B	DG
B			HMR						FL	TS P	D	C	I		BT	DG
B	E	S	HMR					C	FL	T P		C	WI		BT	DG
B	E		MR				M	C	FL	T LP	W	C	WI	GH	BT	DG
BM		S	HMR	140	35					TSLP	WD	C	WI		T	DG
B	E	S					M		FL	T P		C	I	G	BT	DG
B			HMR		5				FL	TSLP	WD	C	WI	GH		DG
B	E		HMR				M		F	TS P		C	WI	G		G

CILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
TH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
ED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Tallahassee, FL	(850) 942-8833	8:00 AM-5:00 PM (Mon.-Fri.)
Mobile, AL	(251) 633-6443	8:00 AM-5:00 PM (Mon.-Fri.)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

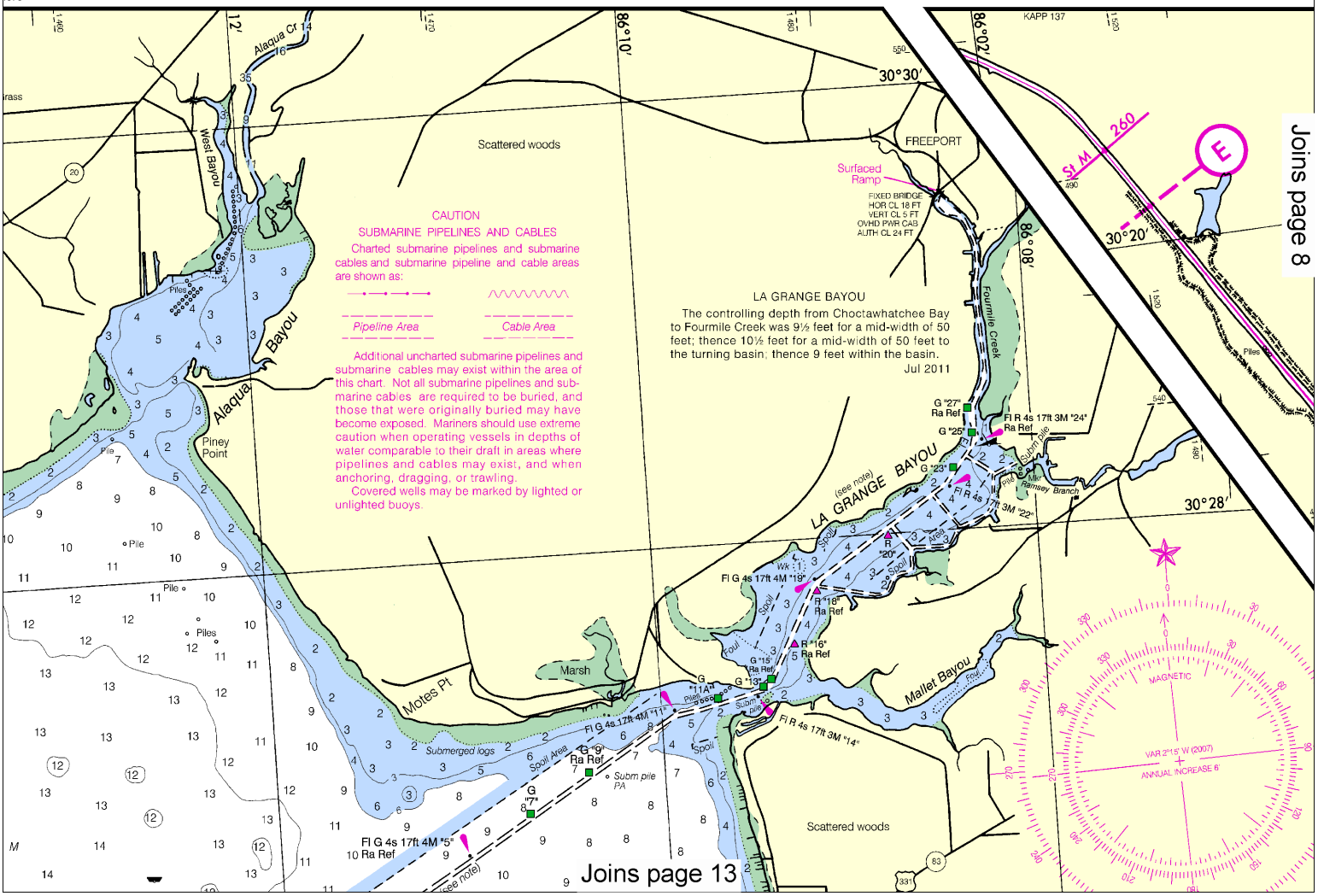
Pensacola, FL	KEC-86	162.40 MHz
Panama City, FL	KCG-67	162.55 MHz

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES	SPECIAL WARNING
Mobile, Ala.	WLO	2572 kHz 8808.8 kHz 4397.7 kHz 13178.8 kHz 22707.6 kHz	7:00 AM Noon & 6:00 PM	*On receipt
		(Ch 25) 161.85 MHz (Ch 26) 161.90 MHz (Ch 27) 161.95 MHz (Ch 28) 162.0 MHz	6:00 & 11:00 AM 5:00 & 11:00 PM	On receipt
New Orleans. La.		2670 kHz	4:35, 6:35, 10:35 & 11:50 AM 4:35 & 11:50 PM	*On receipt
		157.1 MHz	4:50 & 10:50 AM 4:50 PM	*On receipt

* Preceded by announcement on 2182 kHz and 156.8 MHz
Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

1970



Joins page 8

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,
NGA Weekly Notice to Mariners: 0313 1/19/2013,
Canadian Coast Guard Notice to Mariners: n/a.

WARNING

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eceipt

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INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

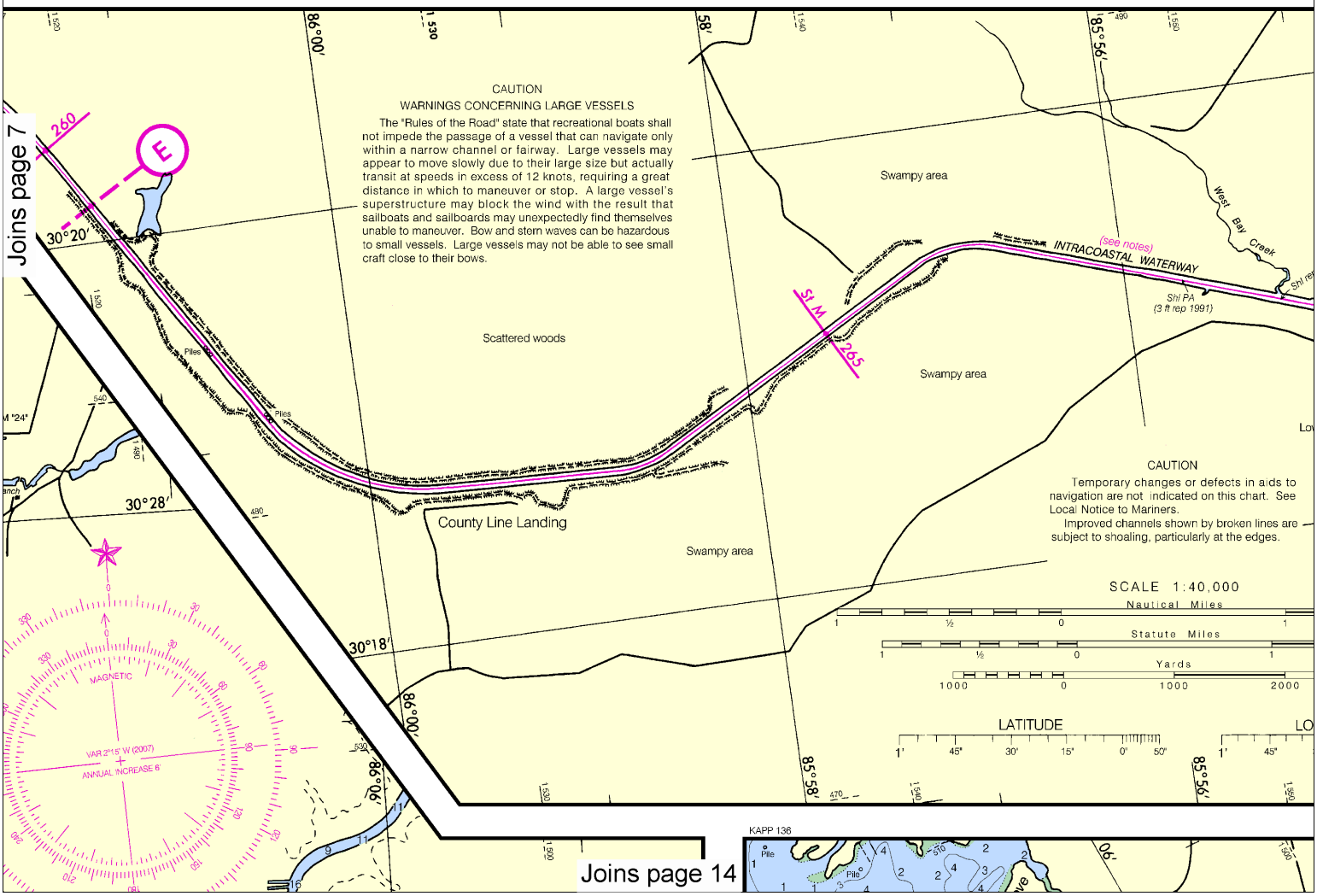
Demarcation lines are shown thus: — — — —

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.707" northward and 0.174" eastward to agree with this chart.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Ft. Walton Power Squadron, District 15, United States Power Squadrons, in continually providing essential information for revising this chart.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11385

INTRACOASTAL WATERWAY

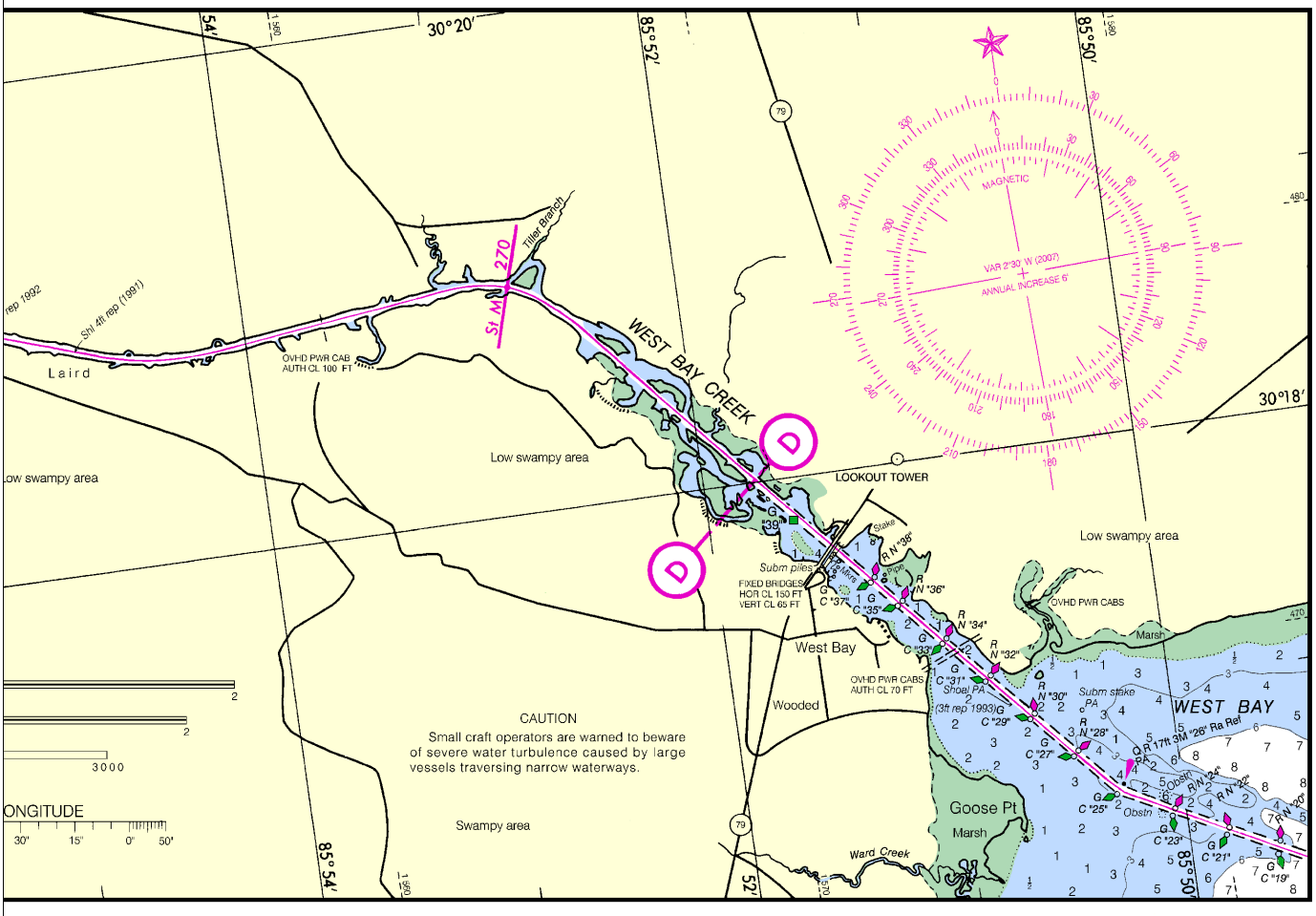
WEST BAY TO SANTA ROSA SOUND

FLORIDA

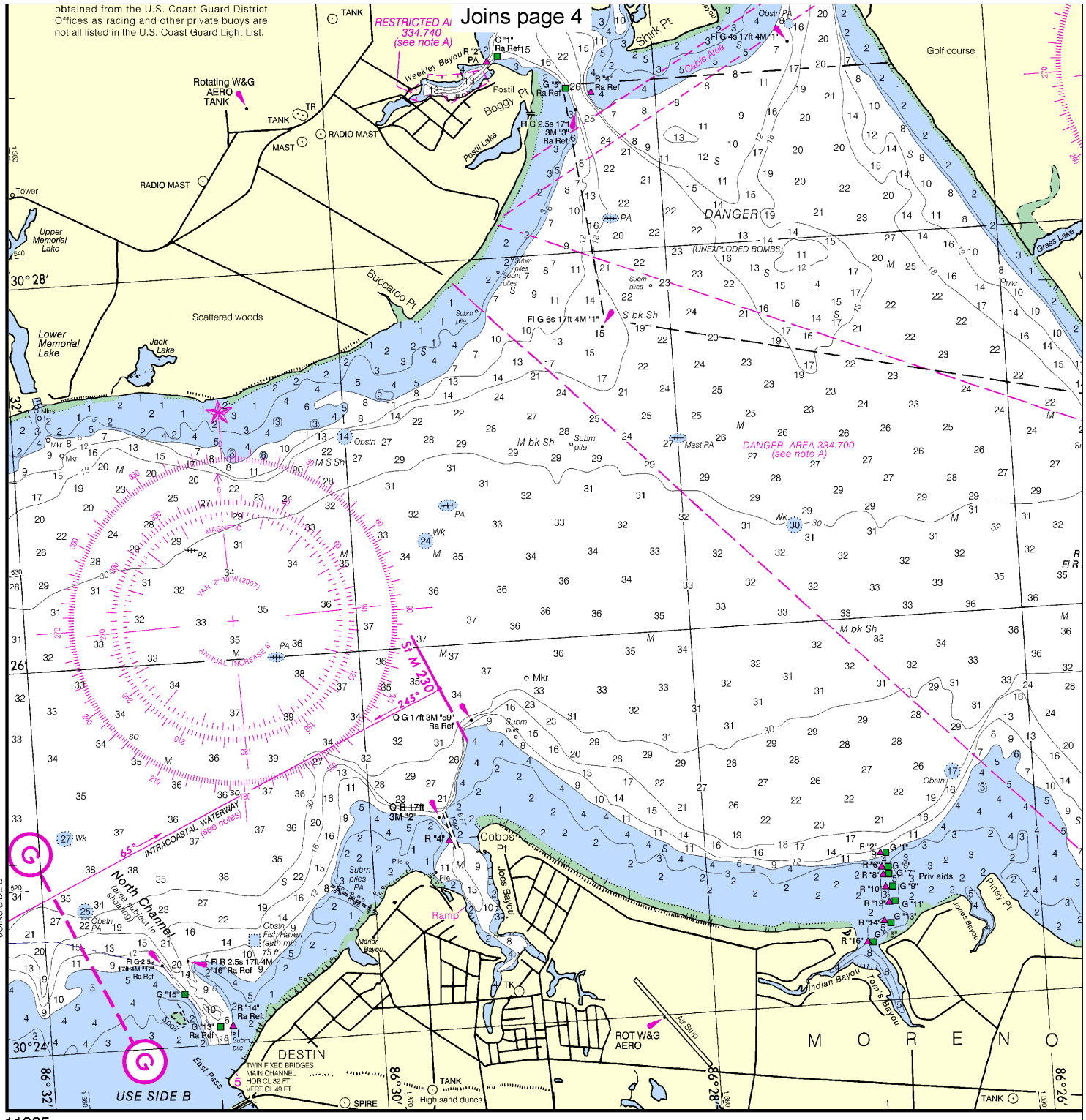
Mercator Projection
Scale 1:40,000 at Lat 30°24'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
Additional information can be obtained at nauticalcharts.noaa.gov.

Chart 11385 27th Ed., Feb./07 ■
Corrected through NM Feb. 03/07, LNM Jan. 23/07

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 15



11385 27th Ed., Feb./07 Corrected through NM Feb. 03/07, LNM Jan. 23/07

Joins page 16

10

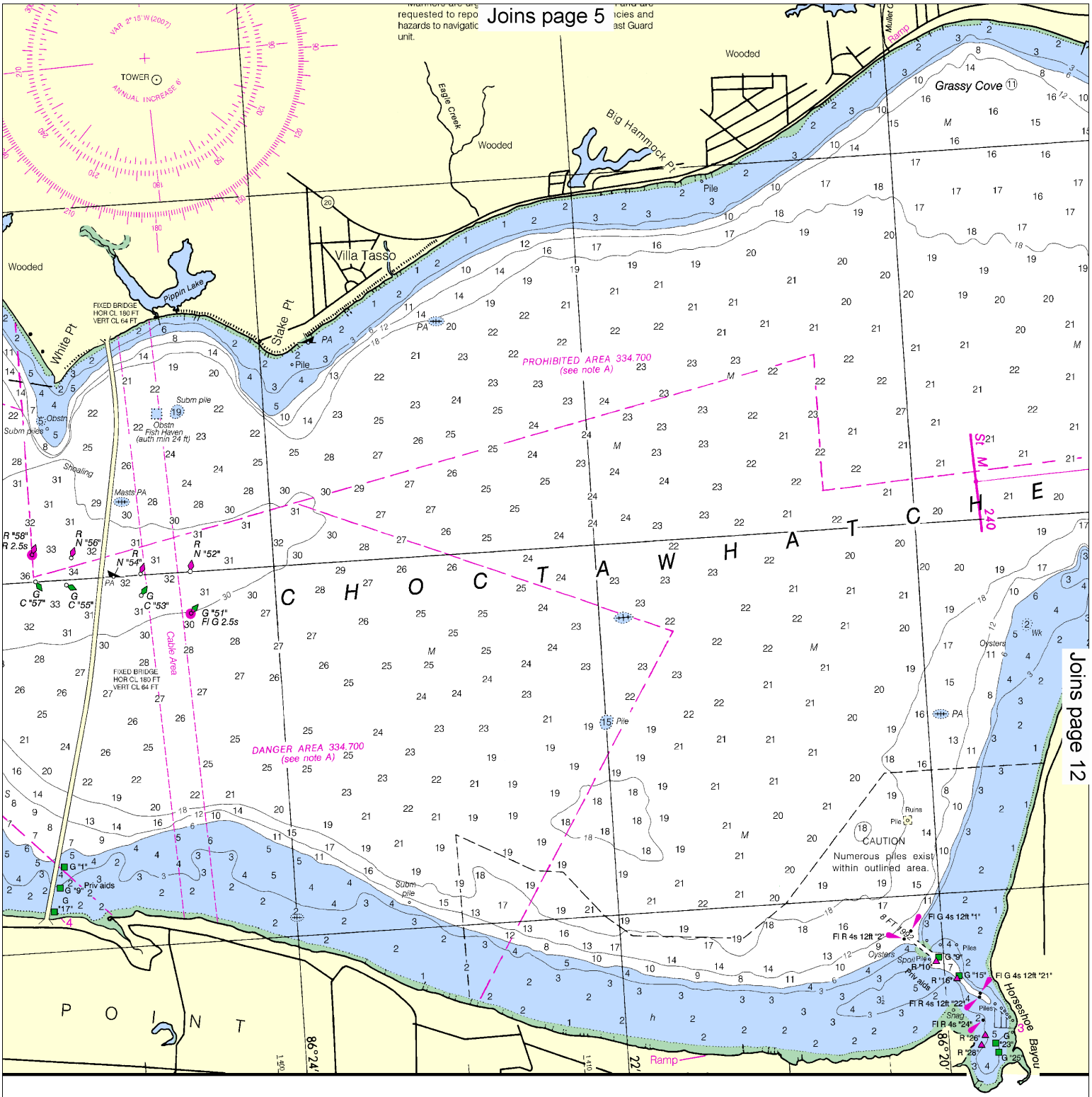
Note: Chart grid lines are aligned with true north.

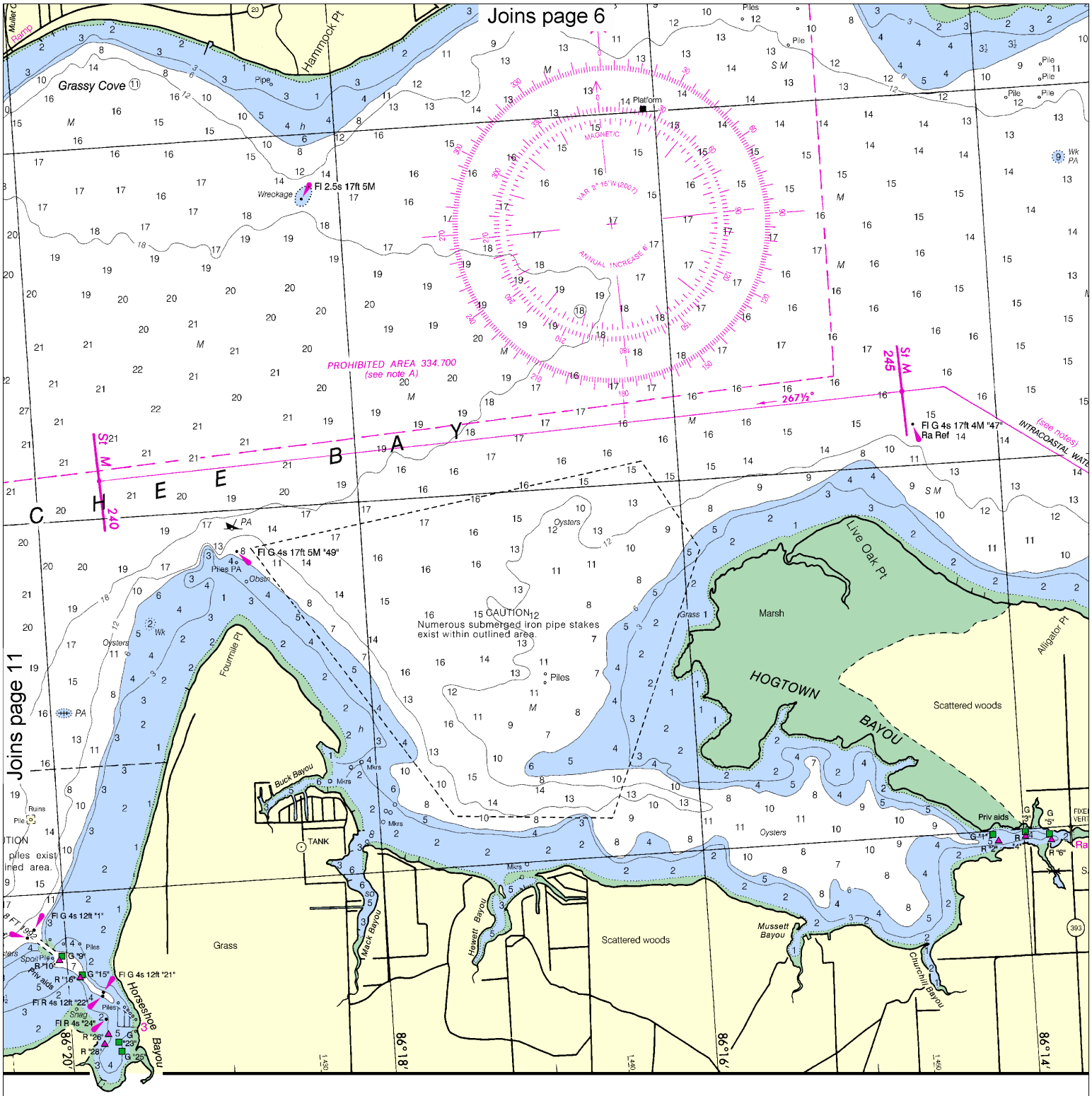
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
requested to repo
hazards to navigatic
unit.
icies and
ast Guard
Wooded
Grassy Cove
Big Hammock Pt
Eagle Creek
Wooded
Villa Tasso
Wooded
Pippin Lake
FIXED BRIDGE
HOR CL 180 FT
VERT CL 64 FT
White Pt
Stake Pt
PROHIBITED AREA 334.700
(see note A)
Subm pile
Obstn
Fish Haven
(auth min 24 ft)
Shoaling
Masts PA
CHOCTAWHATCHEE
BAY
Cable Area
FIXED BRIDGE
HOR CL 180 FT
VERT CL 64 FT
DANGER AREA 334.700
(see note A)
CAUTION
Numerous piles exist
within outlined area.
Priv aids
Oysters
Spoil/Pile
Horseshoe Bayou
Ramp
POINT
86°24'
86°20'
Joins page 12
Joins page 17



Joins page 18

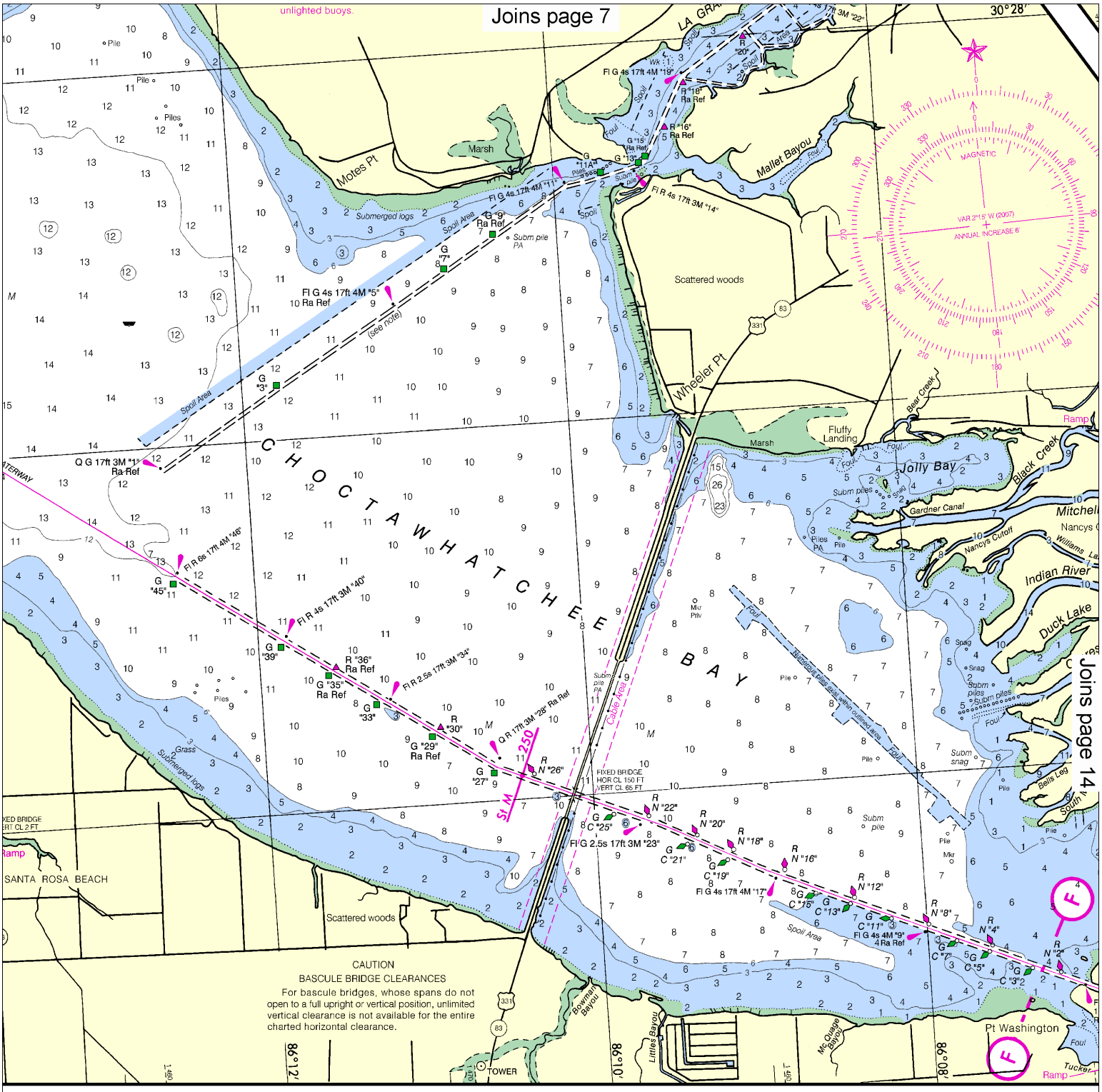
Note: Chart grid lines are aligned with true north.

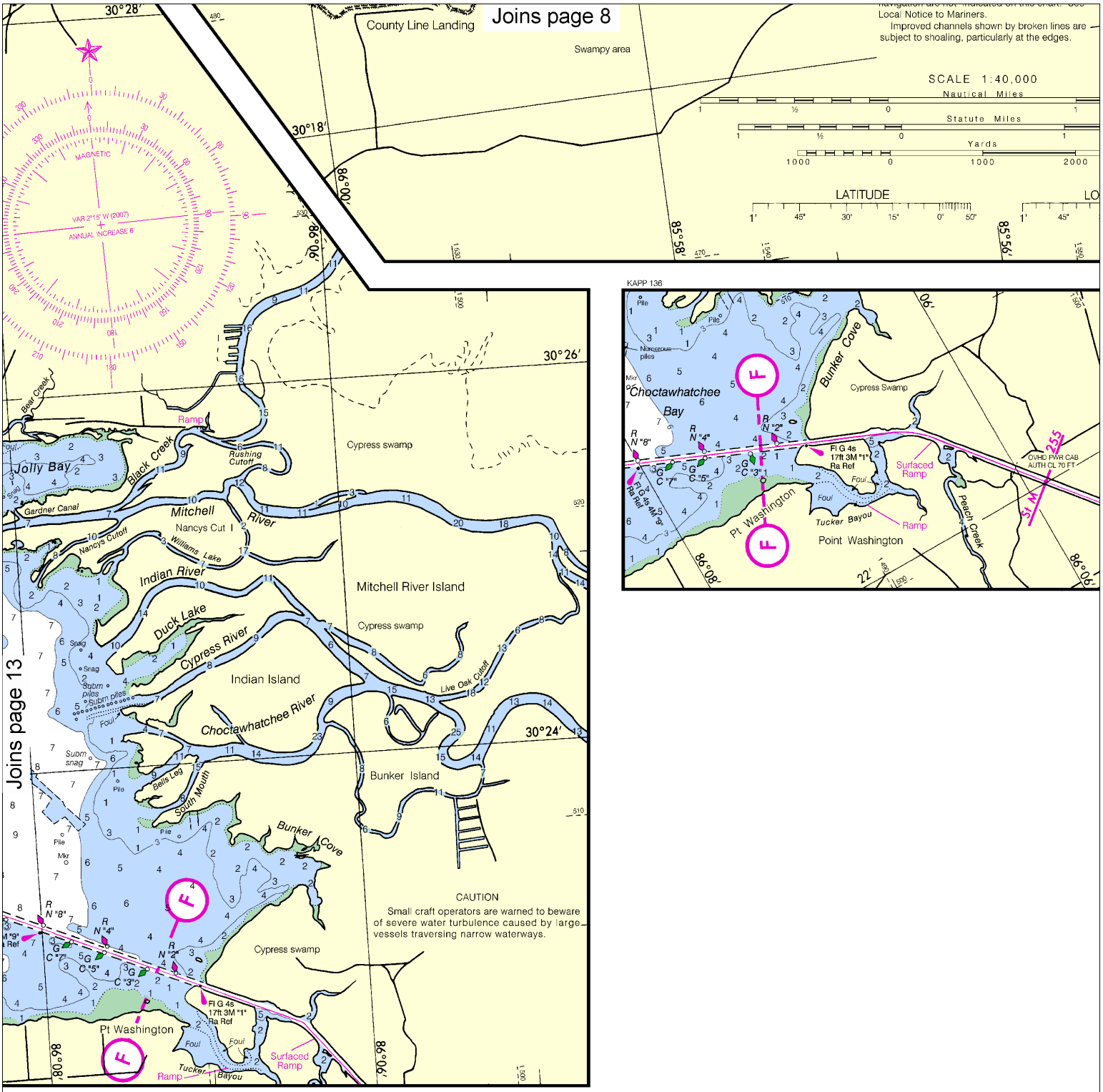
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
unlighted buoys.
30°28'
Motes Pt
Marsh
Mallet Bayou
Submerged logs
Scattered woods
Wheeler Pt
Fluffy Landing
Beer Creek
Black Creek
Jolly Bay
Gardner Canal
Nancys Cutoff
Indian River
Duck Lake
CHOCTAWHATCHEE BAY
Spoil Area
Cable Area
Fl G 4s 17ft 4M "11"
Fl G 4s 17ft 4M "15"
Fl R 4s 17ft 3M "14"
Fl G 4s 17ft 4M "5"
10 Ra Ref
(see note)
Q G 17ft 3M "1"
Ra Ref
Fl R 6s 17ft 4M "45"
Fl R 4s 17ft 3M "40"
R "36"
Ra Ref
G "35"
Ra Ref
Fl R 2.5s 17ft 3M "34"
R "30"
Q R 17ft 3M "28" Ra Ref
G "29"
Ra Ref
R N "26"
FIXED BRIDGE
HOR CL 150 FT
VERT CL 65 FT
Fl G 2.5s 17ft 3M "23"
Fl G 4s 17ft 4M "17"
Fl G 4s 4M "9"
4 Ra Ref
MAGNETIC
VAR 2°15' W (2007)
ANNUAL INCREASE 6'
SANTA ROSA BEACH
Scattered woods
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
TOWER
Pt Washington
Joins page 14
Joins page 19



Joins page 20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

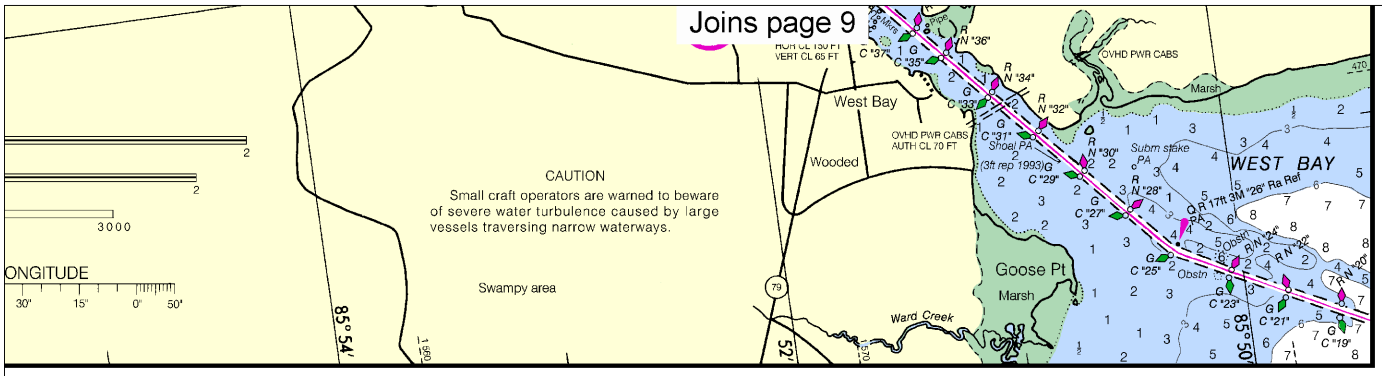
~~SCALE 1:40,000~~

Nautical Miles

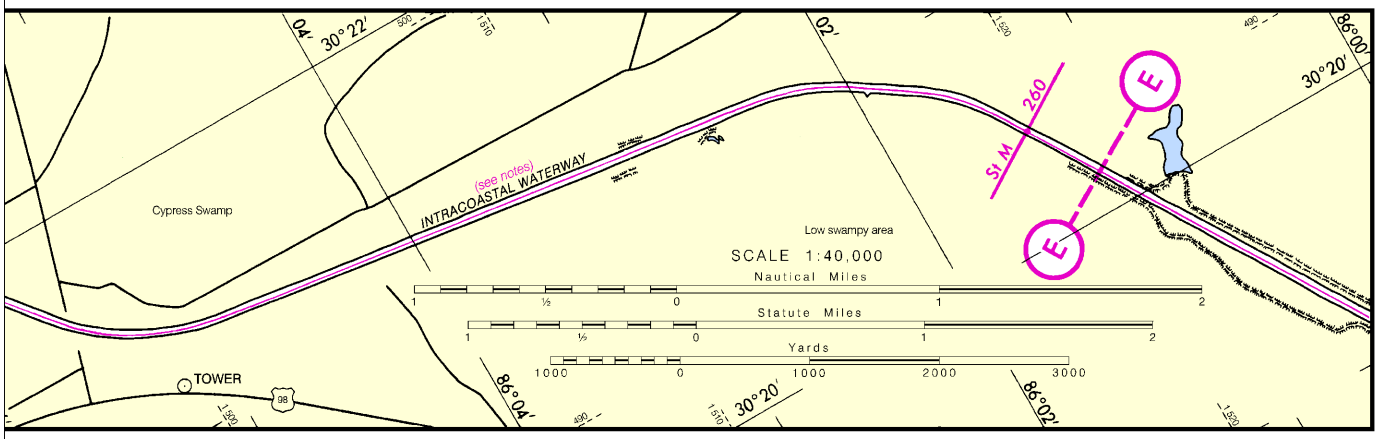
Yards

See Note on page 5.

Joins page 9

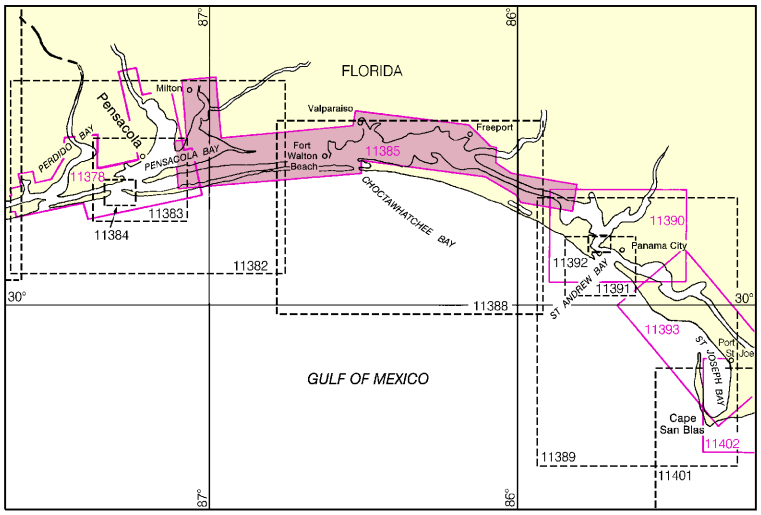


JOINS CHART 11390 (SIDE B)



SIDE A

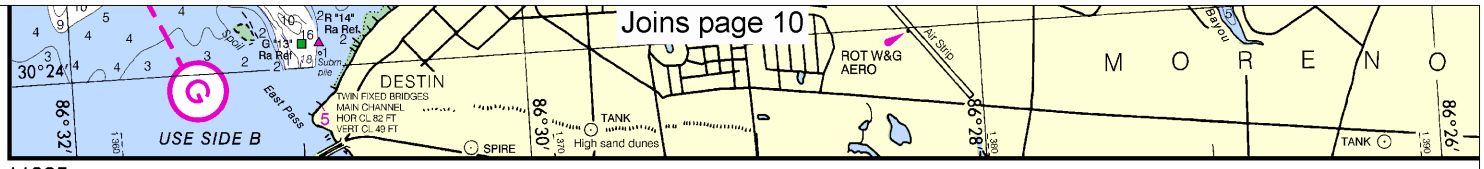
NAUTICAL CHART DIAGRAM



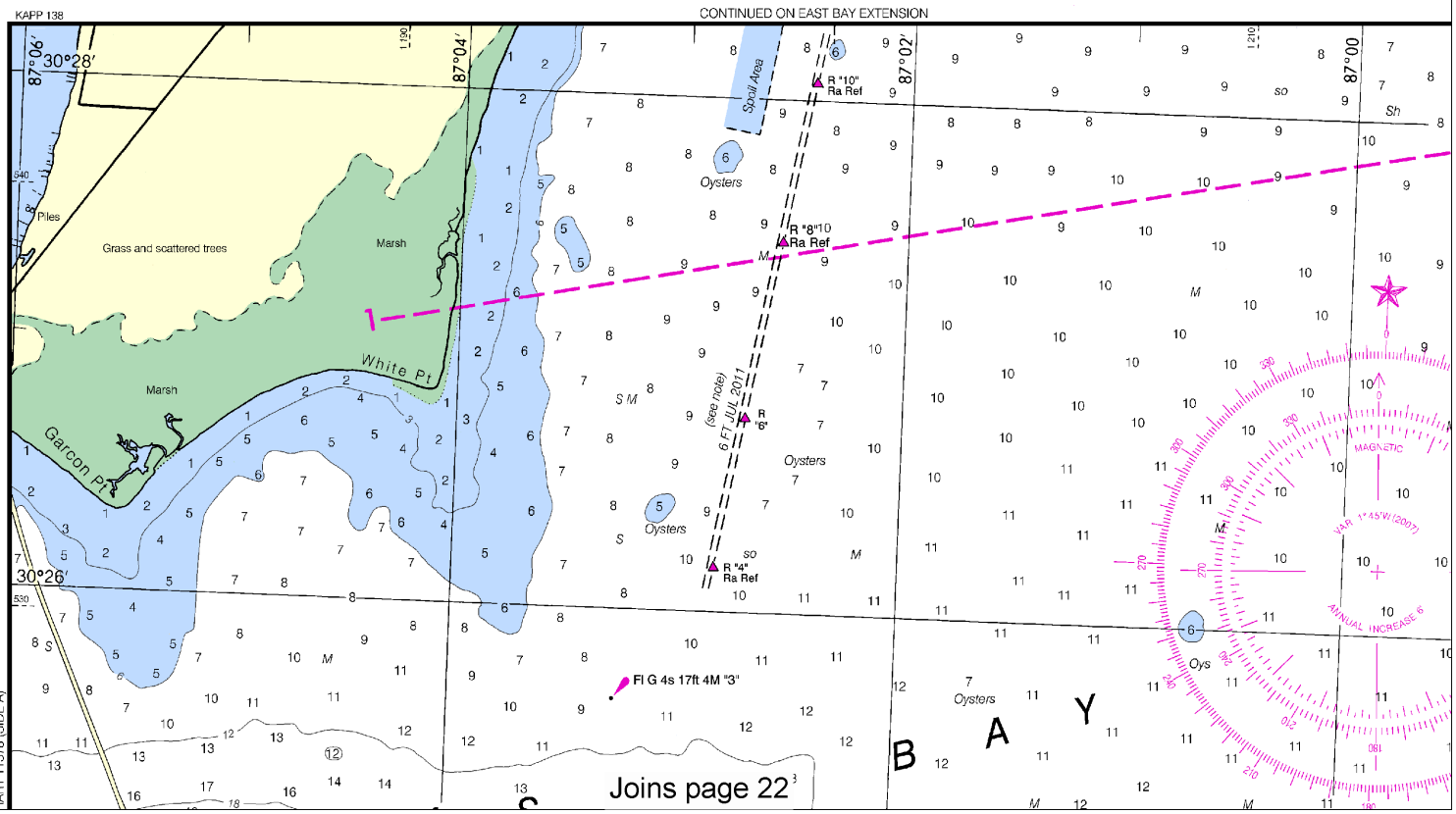
ED NO. 27
NSN 7642014010231
NGA REFERENCE NO. 11XHA11385

11385

Joins page 21



11385 27th Ed., Feb./07 Corrected through NM Feb. 03/07, LNM Jan. 23/07



16

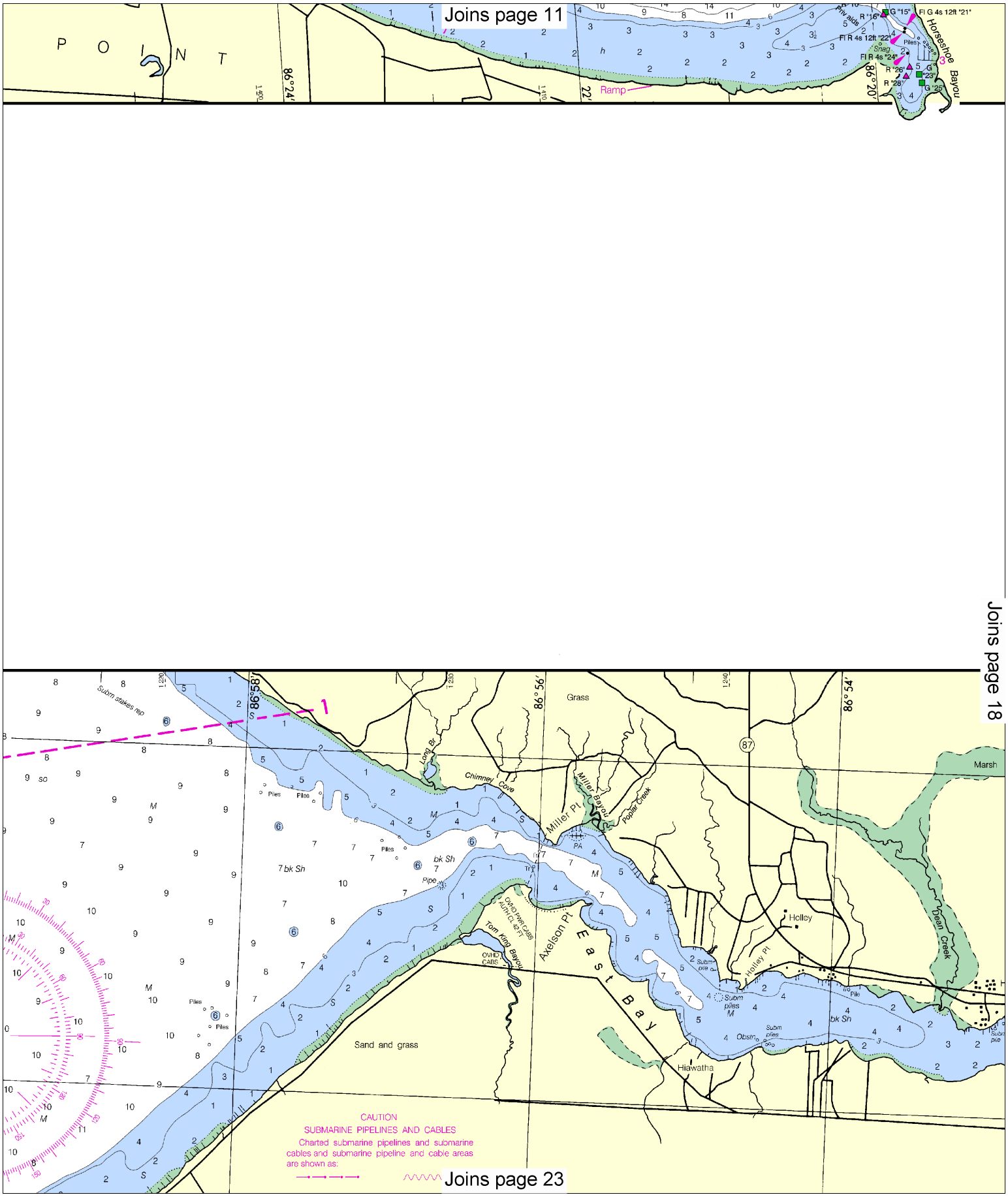
Note: Chart grid lines are aligned with true north.

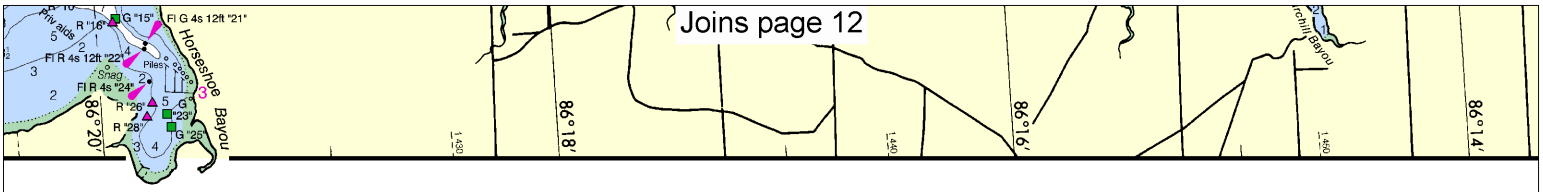
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

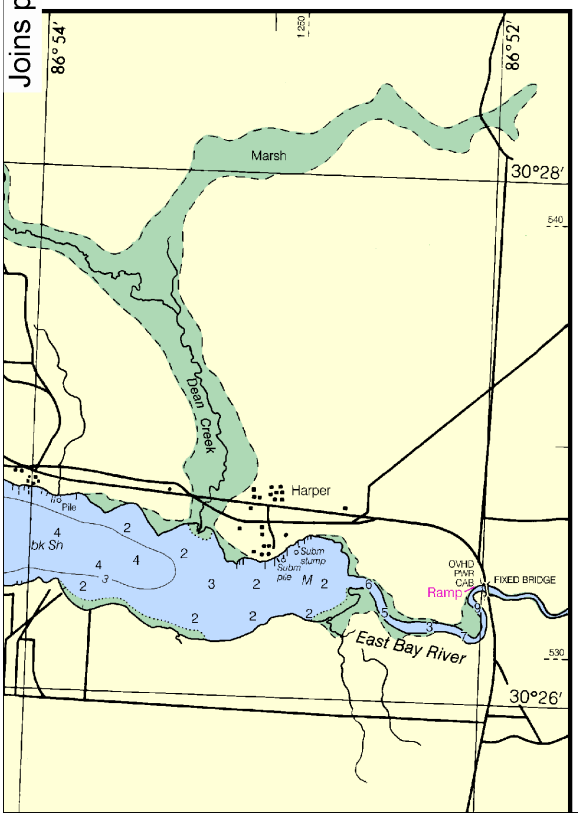
Yards: 1000 0 1000 2000 3000 4000 5000

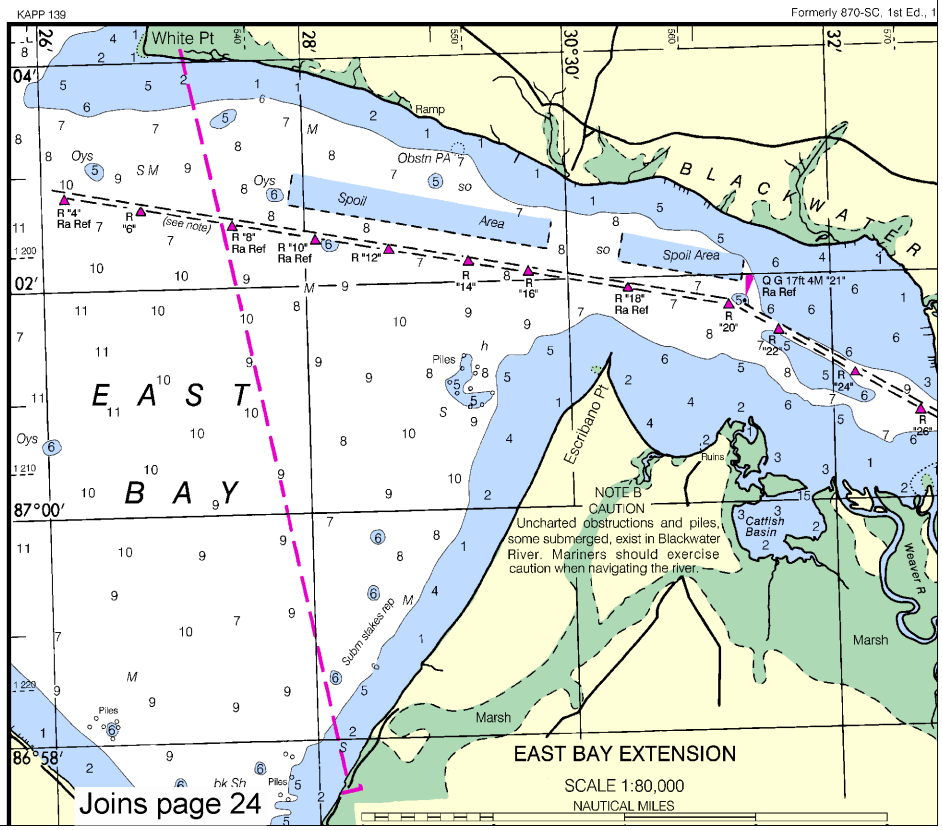
See Note on page 5.


Joins page 11
P O I N T
86°24'
86°20'
Ramp
Horseshoe Bayou
Fl G 4s 12ft "21"
Fl R 4s 12ft "22"
Fl R 4s "24"
G "15"
R "16"
R "26"
G "23"
R "28"
G "25"
Priv aids
Piles
Snag
86°58'
86°56'
86°54'
Grass
Marsh
Subm stakes rep
Chimney Cove
Long Bt
Miller Pt
Miller Bayou
Poplar Creek
bk Sh
Pipe
Piles
PA
Holley
Holley Pt
Dean Creek
Axelson Pt
East Bay
Tom King Bayou
OVHD PWR CABS AUTH CLR 42 FT
OVHD CABS
Subm pile
Subm piles
Obstn
Sand and grass
Hiawatha
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Joins page 23
Joins page 18



Joins page 17





Joins page 24

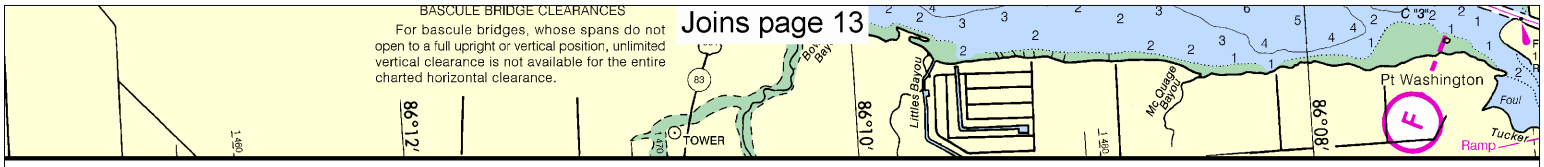
Note: Chart grid lines are aligned with true north.

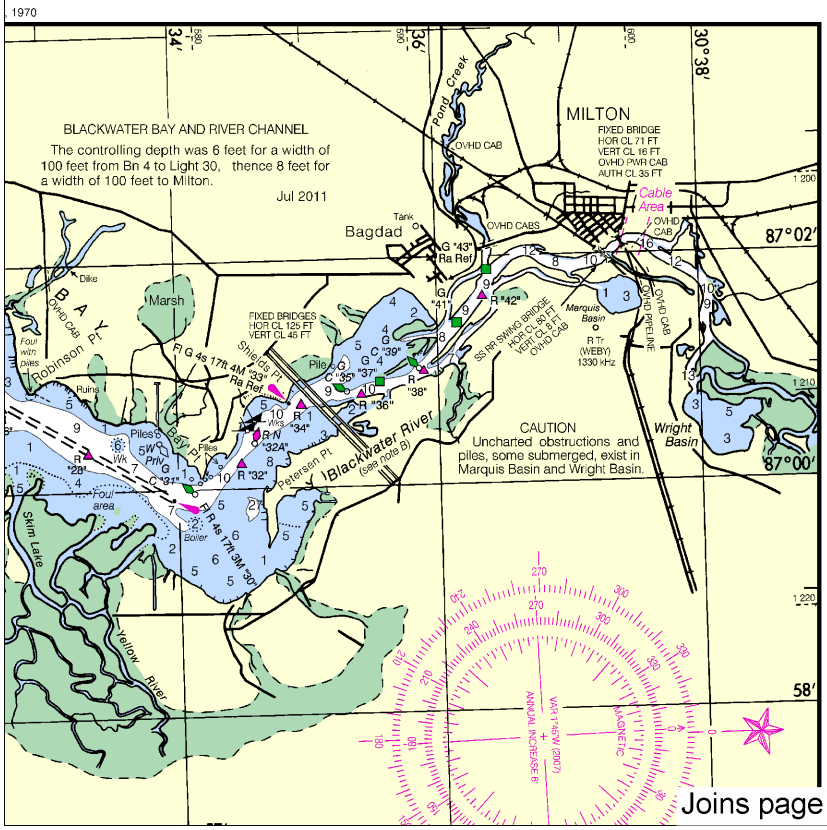
Printed at reduced scale. ~~SCALE 1:40,000~~

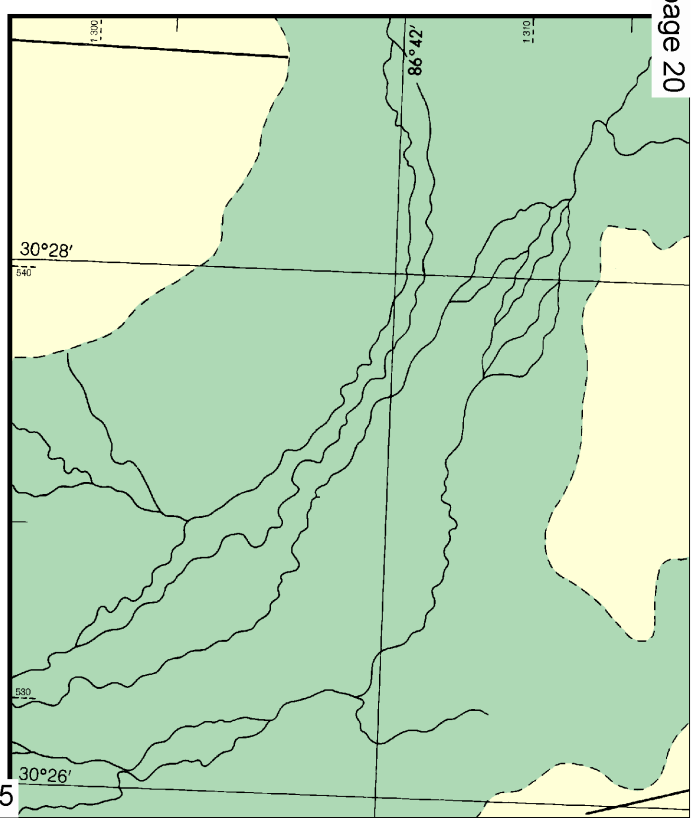
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

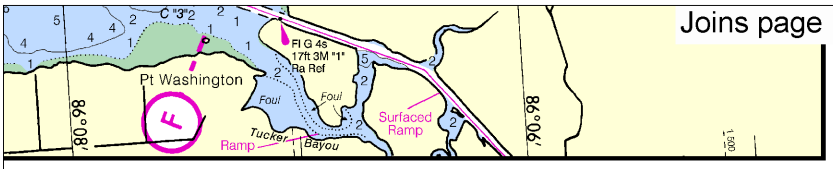
See Note on page 5.

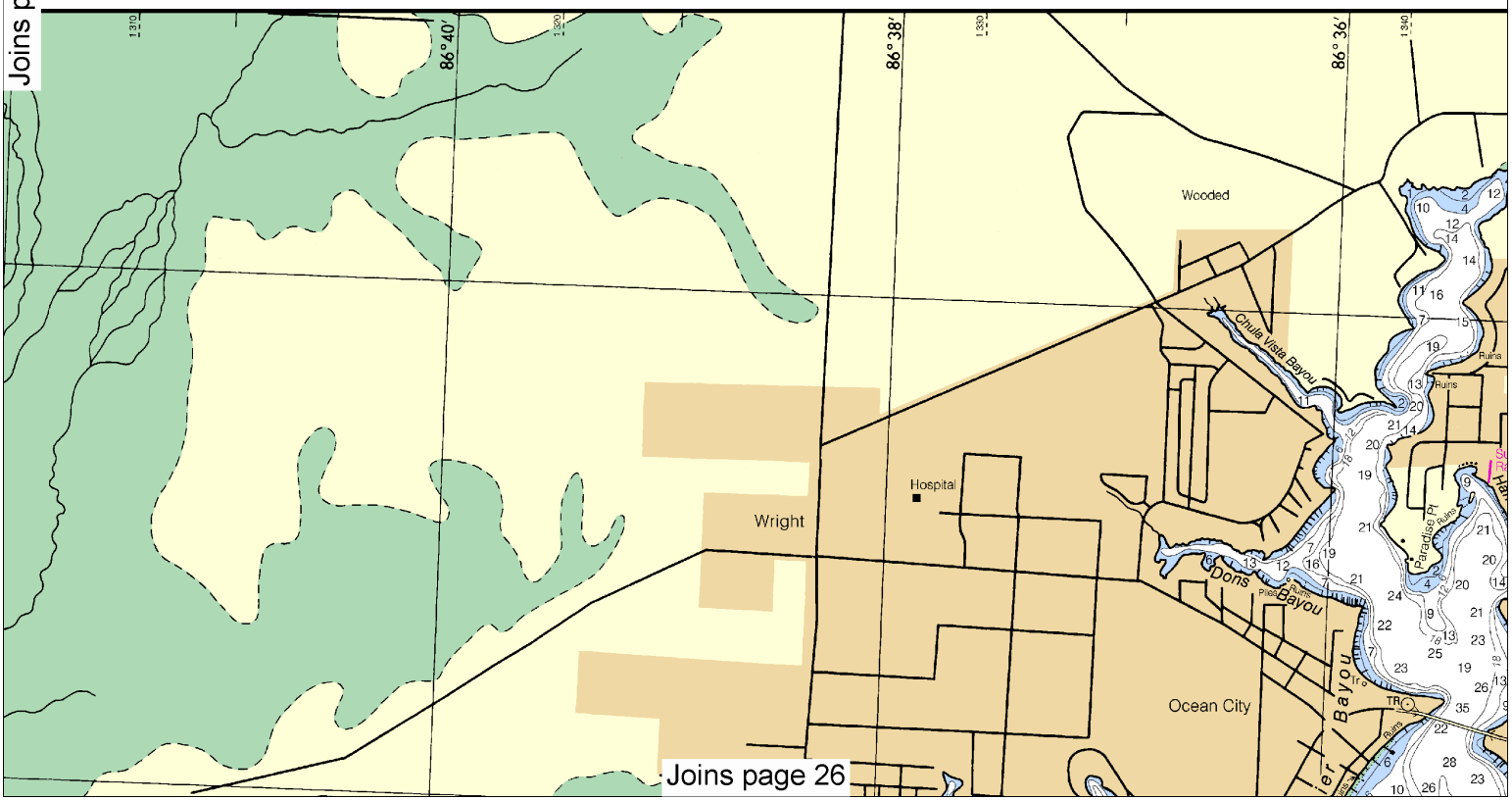






Joins page 20





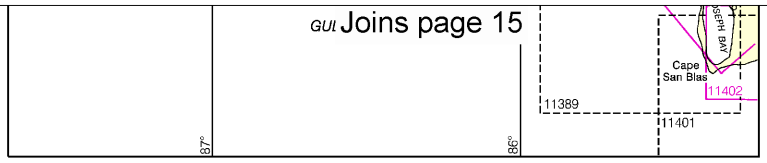
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

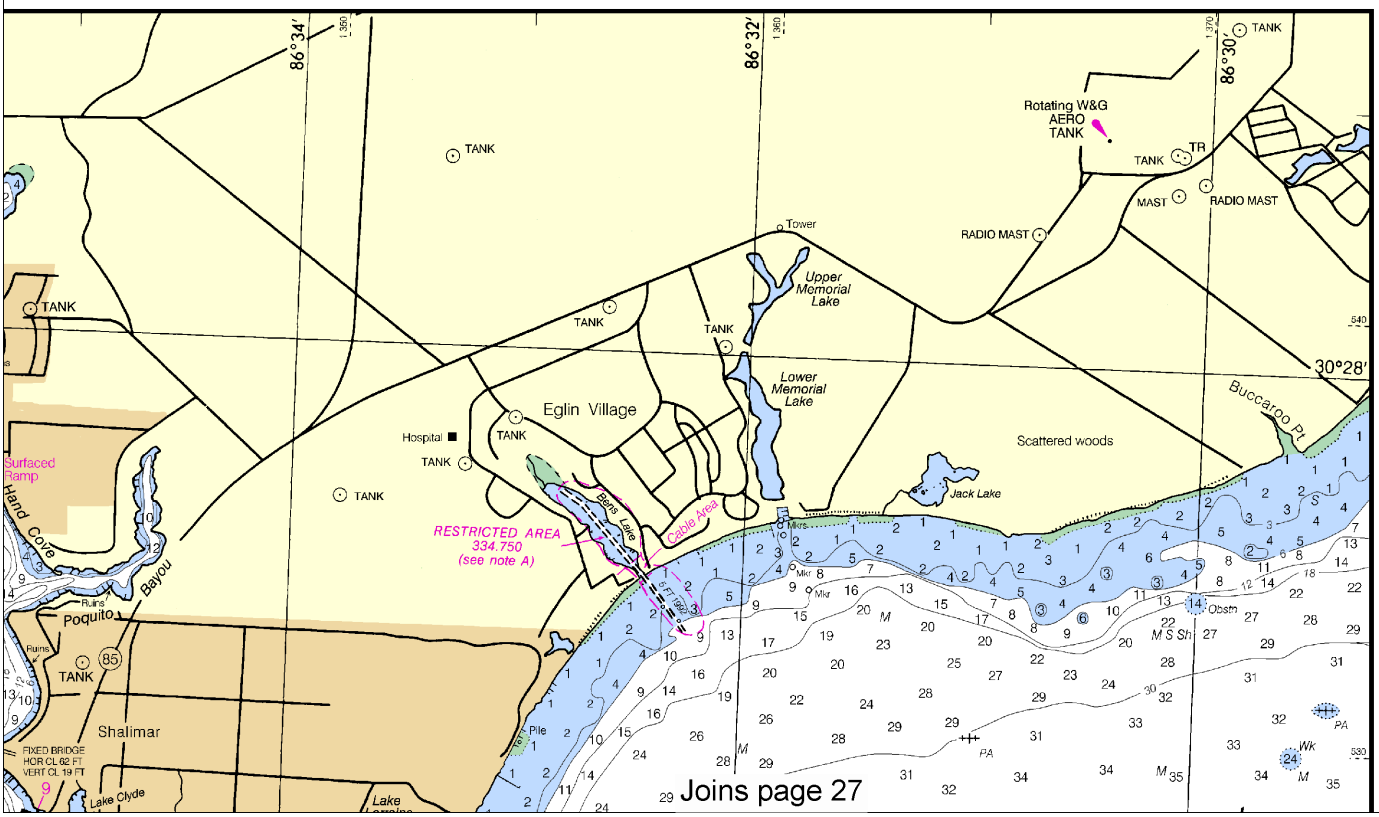
Nautical Miles: 1 ½ 0 1 2 3

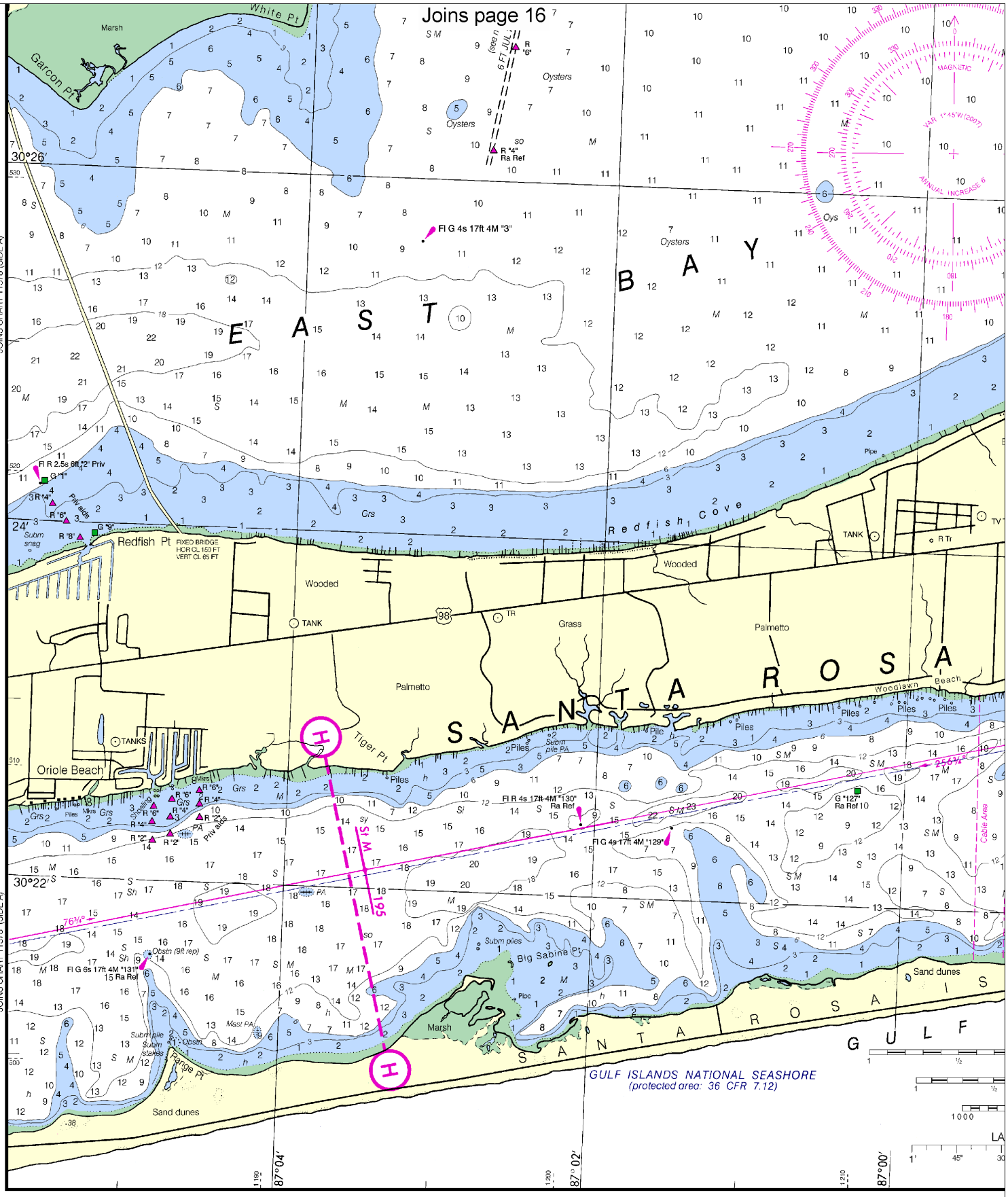
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



NSN 7642014014
NGA REFERENCE NO.
11385





11385 27th Ed., Feb./07 Corrected through NM Feb. 03/07, LNM Jan. 23/07

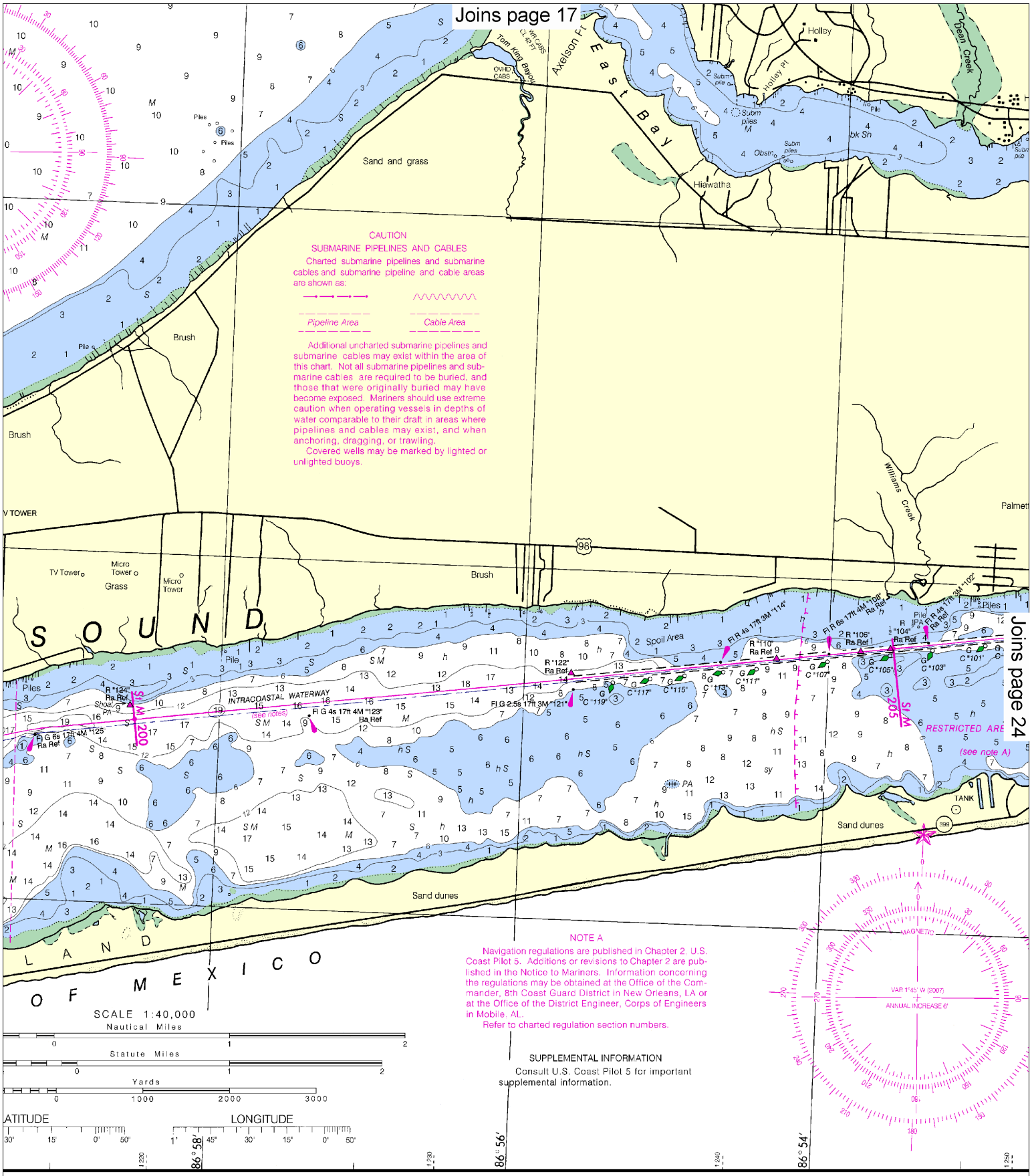
Note: Chart grid lines are aligned with true north.

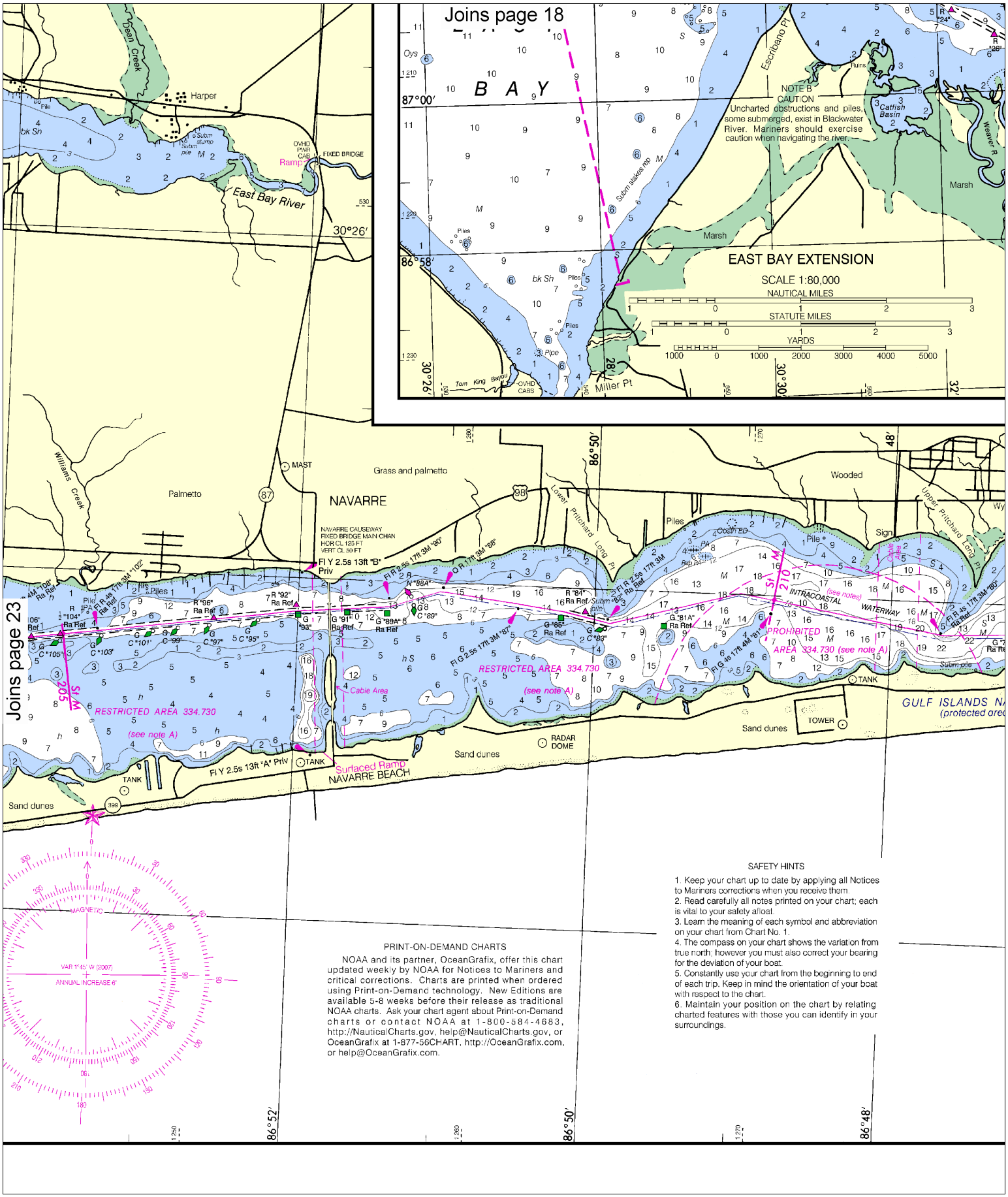
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 17
Joins page 24
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
Sand and grass
Brush
Grass
Sand dunes
Spoil Area
INTRACOASTAL WATERWAY
RESTRICTED ARE
(see note A)
TANK
Holley
Hiawatha
Axelson Ft
East Bay
Tom King Bayou
Dean Creek
Williams Creek
Palmett
S O U N D
L A N D
O F M E X I C O
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.
Refer to charted regulation section numbers.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.
SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
ATITUDE
LONGITUDE
86° 58'
86° 56'
86° 54'
MAGNETIC
VAR 1°45' W (2007)
ANNUAL INCREASE 6'



PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart; each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north; however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

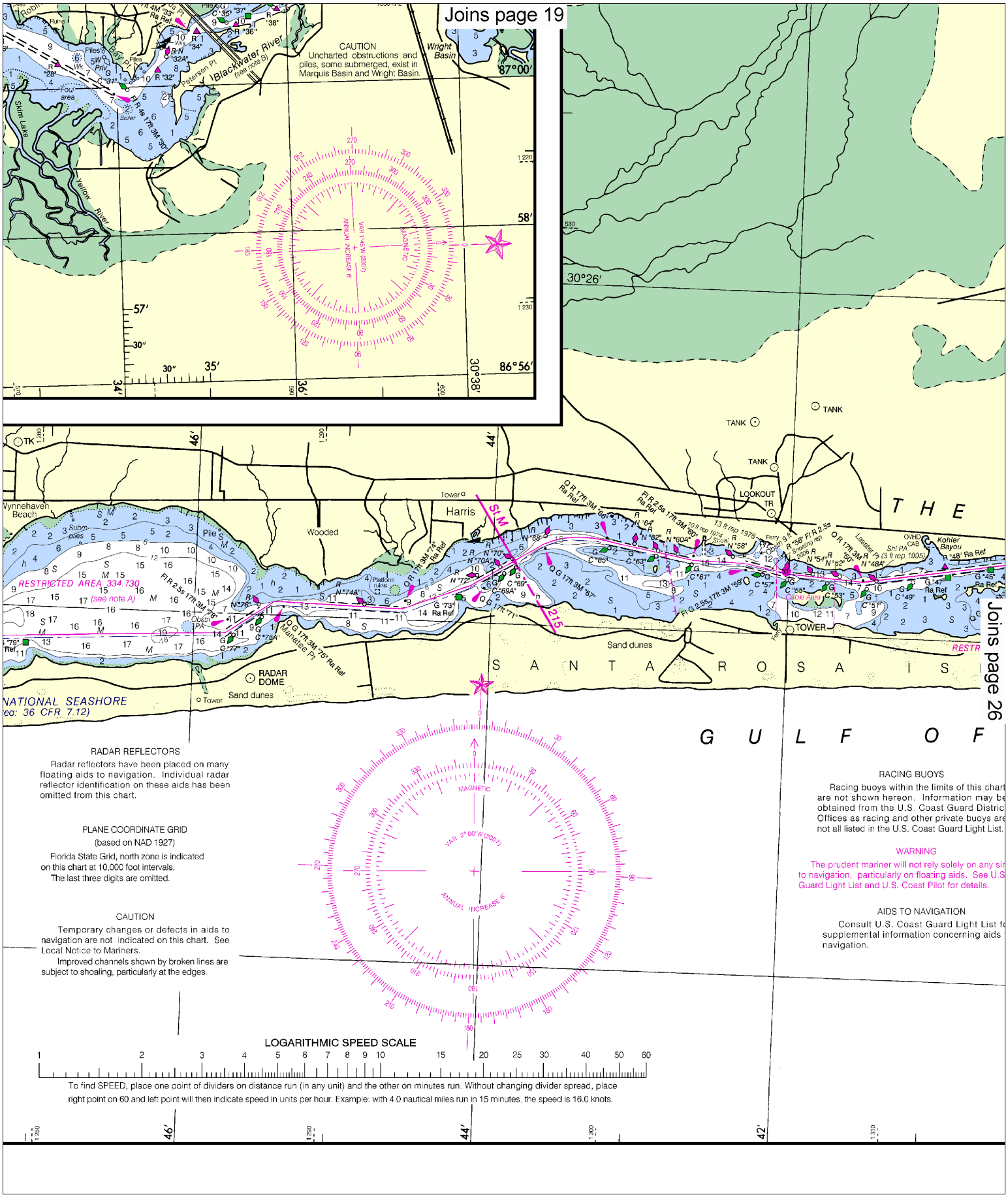
Note: Chart grid lines are aligned with true north.

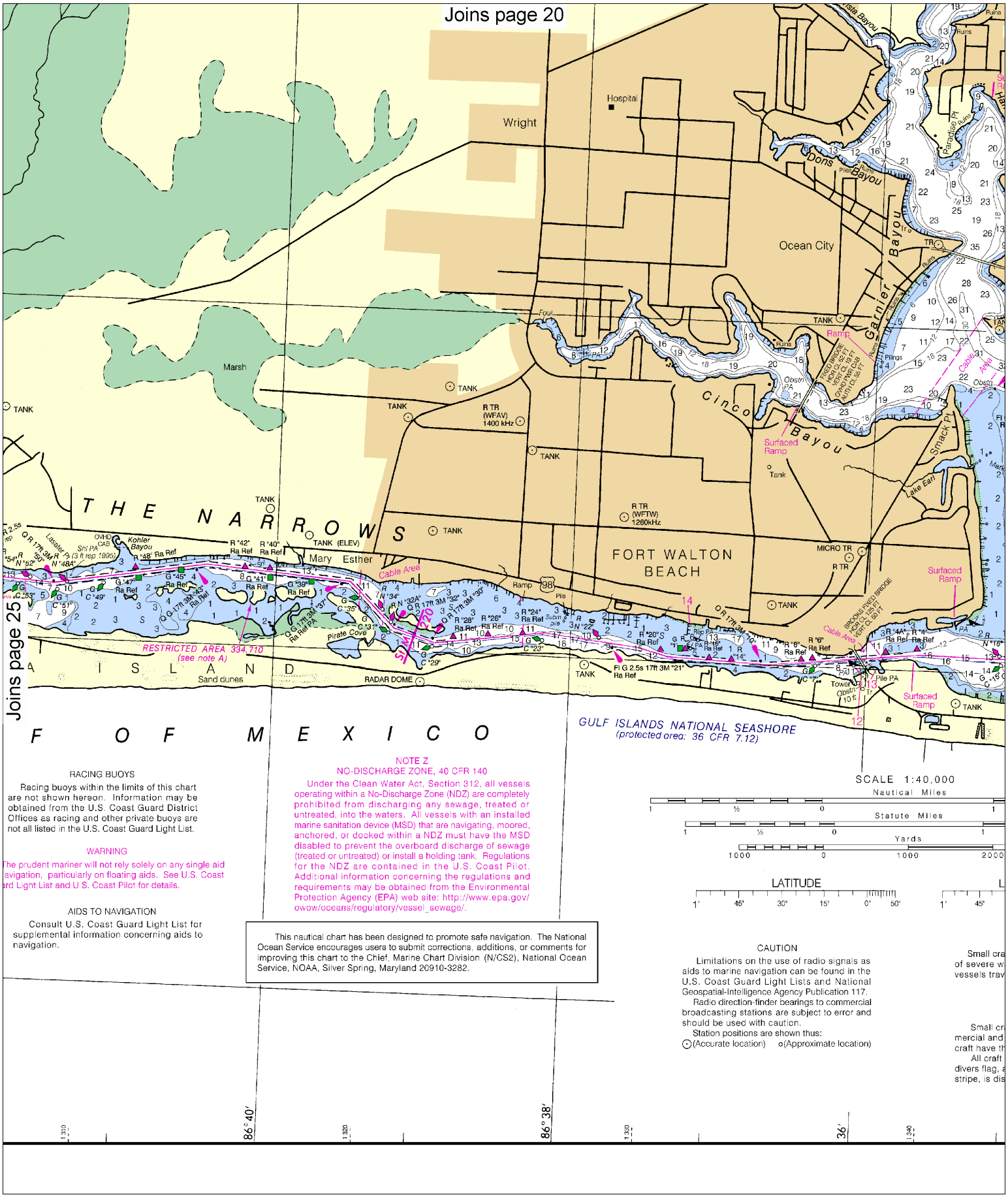
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 19
CAUTION
Uncharted obstructions and piles, some submerged, exist in Marquis Basin and Wright Basin.
Wright Basin
BlackWater River
(see note B)
Petersen Pt.
Yellow River
Skim Lake
87°00′
86°56′
30°38′
30°26′
58′
57′
30″
35′
34′
36′
TANK
TANK
TANK
LOOKOUT TR
TOWER
Tower
Harris
Wooded
Wynnehaven Beach
RESTRICTED AREA 334.730
(see note A)
Sand dunes
RADAR DOME
Tower
NATIONAL SEASHORE
(see: 36 CFR 7.12)
Kohler Bayou
Cable Area
215
S M
S A N T A R O S A I S
G U L F O F
Joins page 26
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
PLANE COORDINATE GRID
(based on NAD 1927)
Florida State Grid, north zone is indicated on this chart at 10,000 foot intervals. The last three digits are omitted.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
MAGNETIC
VAR. 2° 00′W (2007)
ANNUAL INCREASE 6′
LOGARITHMIC SPEED SCALE
1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.
RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.
WARNING
The prudent mariner will not rely solely on any sig to navigation, particularly on floating aids. See U.S. Guard Light List and U.S. Coast Pilot for details.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List fo supplemental information concerning aids navigation.



RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

WARNING

The prudent mariner will not rely solely on any single aid navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

SCALE 1:40,000

Nautical Miles 1 ½ 0 1

Statute Miles 1 ½ 0 1

Yards 1000 0 1000 2000

LATITUDE 1' 45' 30" 15' 0' 50'

Small cra... of severe w... vessels trav...

Small cr... mercial and... craft have th... All craft ... divers flag, a... stripe, is dis...

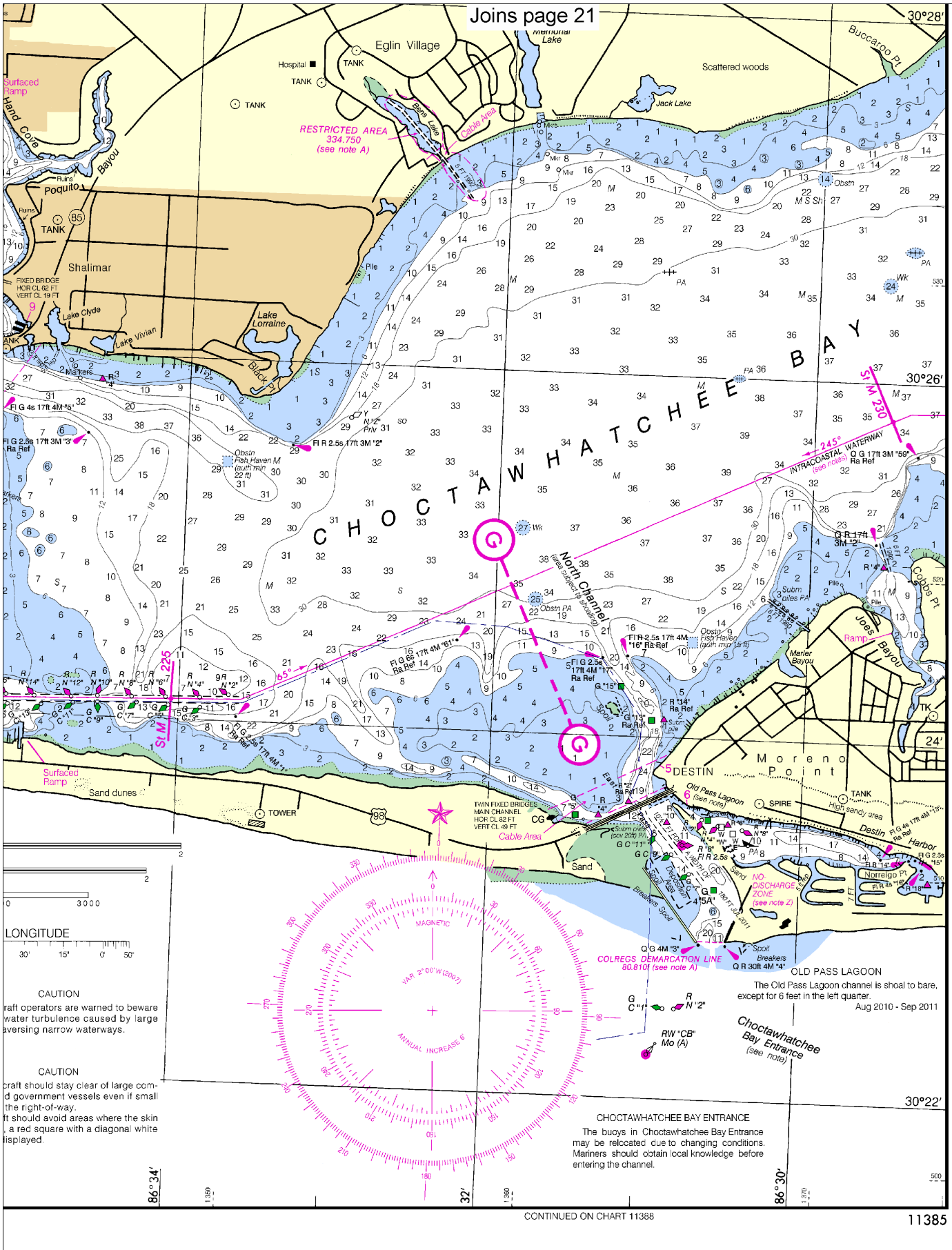
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 21
30°28′
Eglin Village
Hospital
TANK
Memorial Lake
Scattered woods
Buccaroo Pt
Surfaced Ramp
Hand Cove
Bayou
Poquito
Ruins
TANK
Shalimar
RESTRICTED AREA
334.750
(see note A)
Bens Lake
Cable Area
Jack Lake
FIXED BRIDGE
HOR CL 62 FT
VERT CL 19 FT
Lake Clyde
Lake Vivian
Lake Lorraine
Black Pt
Markers
CHOCTAWHATCHEE BAY
30°26′
St M 230
245°
INTRACOASTAL WATERWAY
(see note)
JOINS SIDE A
SIDE B
North Channel
(area subject to shoaling)
St M 225
65°
Cobia Pt
Joes Bayou
Ramp
Merler Bayou
Moreno Point
DESTIN
Old Pass Lagoon
(see note)
SPIRE
TANK
High sandy area
Destin Harbor
Norriego Pt
NO DISCHARGE ZONE
(see note Z)
Surfaced Ramp
Sand dunes
TOWER
98
TWIN FIXED BRIDGES
MAIN CHANNEL
HOR CL 62 FT
VERT CL 49 FT
Cable Area
CG
Sand
Breakers
Spoil
COLREGS DEMARCATION LINE
80.810f (see note A)
Q G 4M "3"
Q R 30ft 4M "4"
OLD PASS LAGOON
The Old Pass Lagoon channel is shoal to bare, except for 6 feet in the left quarter.
Aug 2010 - Sep 2011
RW "CB"
Mo (A)
Choctawhatchee Bay Entrance
(see note)
30°22′
MAGNETIC
VAR 2° 00′W (2007)
ANNUAL INCREASE 6
CHOCTAWHATCHEE BAY ENTRANCE
The buoys in Choctawhatchee Bay Entrance may be relocated due to changing conditions. Mariners should obtain local knowledge before entering the channel.
LONGITUDE
30′ 15″ 0′ 50″
CAUTION
raft operators are warned to beware water turbulence caused by large aversing narrow waterways.
CAUTION
craft should stay clear of large com- d government vessels even if small the right-of-way.
ft should avoid areas where the skin , a red square with a diagonal white lisplayed.
86°34′
32′
86°30′
CONTINUED ON CHART 11388
11385

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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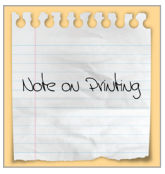

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